

MASON'S

O.K. Sauce,
O.K. Pickles,
Mango Chutney,
Worcestershire Sauce,
Mustard Sauce,
Tomato Catsup.

[1074

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

Have YOU tried the
$130 Smith $130
MOTOR WHEEL
It can be attached to any ordinary Cycle.
ALEX. ROSS & Co.,
'Phone 27.
[769

No. 18,639. 第一萬八千六百廿九號 日五初月正年午戊 HONGKONG, FRIDAY, FEBRUARY, 15TH, 1918. 五拜禮 號五十月二年七國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
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OTARD'S

* * *

BRANDY.

Shipped by

OTARD, DUPUY & CO.,

COGNAC.

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15, QUEEN'S ROAD CENTRAL.

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NEW CARTRIDGES.

JUST ARRIVED.

FIRST-CLASS, DAMP PROOF, AMERICAN SPORTING CARTRIDGES:—12, 16, and 20 Bore, loaded with all sizes of Chilled Shot.

These Cartridges, made of the finest damp proof material, steel lined inside with brass casing 1¼" deep on the outside, are especially made to withstand the effects of damp climates and are second to none for reliability in the field.

We have also received a consignment of B.S.A. Air Rifles.

INSPECTION INVITED.
WM. SCHMIDT & Co.
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A. LING & CO.,

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FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

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PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 „	to 10.00 „	„ 10	„
10.00 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 8.00 „	„ 10	„

NIGHT CARS.

8.30 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour

SUNDAYS.

7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15	minutes
10.30 „	to 11.00 a.m.	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 6.30 „	„ 15	„
6.30 „	to 8.30 „	„ 10	„

NIGHTS CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.
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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations		No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	dep.	7.25		8.36		3.20			
SHEK LUNG	dep.	9.40		11.14		4.55			
Shum Chun	dep.	10.25	8.05	4.30	11.45	6.20	5.20	6.39	6.06
Sheung Shui	dep.		8.12	4.37	11.52		5.27	6.36	6.07
Fanling	dep.		8.16	4.41	11.56		5.40	6.40	6.11
Taipo Market	dep.		8.25	4.52	12.06		5.49	6.48	6.15
Taipo	dep.		8.32	4.58	12.11		5.53	6.51	6.21
Shatin	dep.		8.44	5.12	12.24		6.01	Sats., Suns. and Public Holidays Excepted.	Sats., Suns. and Public Holidays only.
Yaumati	dep.		8.56	5.28	12.36		6.15		
Hung Hom	dep.		9.02	5.32	12.42		6.20		
KOWLOON	arr.	11.05	9.05	5.35	12.45	7.00	6.23	7.16	6.45

UP TRAINS.

Stations		No. 4 Local. a.m.	*No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local. p.m.	No. 16 Local. p.m.	*No. 18 Through Express. p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Last Ferry, leave	H.K.	6.35	7.55	9.15	10.15	1.15	1.35	2.35	5.05	4.25
KOWLOON	dep.	6.50	8.05	9.30	10.28	1.28	1.48	2.50	5.18	4.50
Hung Hom	dep.	6.54		9.38	10.36	1.32	1.52		5.22	4.54
Yaumati	dep.	7.00		9.45	10.40	1.38	1.58		5.27	4.59
Shatin	dep.	7.11		9.56	10.52	1.48	2.09		5.38	5.11
Taipo	dep.	7.23		10.09	11.04	2.01	2.21		5.53	5.24
Taipo Market	dep.	7.27		10.15	11.08	2.05	2.25		5.57	5.27
Fanling	dep.	7.37		10.32	11.17	2.14	2.34		6.04	5.35
Sheung Shui	dep.	7.40		10.35	11.20	2.18	2.37		6.07	5.38
Shum Chun	arr.	7.45			11.25	2.23	2.41		6.12	5.43
	dep.		8.50	11.00				3.35		
SHEK LUNG	dep.		10.35	2.35				5.53		
CANTON (Tai Sha Tau)	arr.		11.45	4.50				6.43		

Wednesdays and Saturdays only. Wednesdays and Saturdays Excepted.

* Will stop at Taipo and Sheung Shui to allow First-Class Passengers to alight, on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.20	11.25	2.50	Shataukok	dep.	10.00	1.20	5.00
Shataukok	arr.	9.15	12.20	3.50	Fanling	arr.	11.00	2.20	6.00

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 „	53	88 „
Water on Blocks at Spring Tide	26 „	24	44 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 20 tons each, besides 150 tons Giant Cranes.

KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

	No. 1.	7,000 tons.	No. 2.	12,000 tons.
Lifting Power				
Max. Length of Ship taken in	„	460 feet.	„	580 feet.
Max. Breadth of Ship taken in	„	58 „	„	6 „
Max. Draft of Ship taken in	„	22 „	„	28 „

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks	388 feet 0 inch.
Breadth at Entrance on bottom	58 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

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JOHN DE B. LANCASTER, Acting Local Manager.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.

FRIDAY, 15TH FEBRUARY, 1918.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

SATURDAY, 16TH FEBRUARY, 1918.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	4.30 p.m. "KINSHAN"

SUNDAY, 17TH FEBRUARY, 1918.

10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

HONGKONG-MACAO LINE.

EXCURSION TO MACAO. PROCESSION OF THE CROSS.

ON SUNDAY, THE 17TH FEBRUARY, S.S. "HEUNGSHAN"

will depart from the Company's Canton Steamers' Wharf at 9 a.m. and return from Macao at 7 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the returning Steamer from Macao at 7 p.m.

Further information may be obtained at the Company's Office, Hotel Mansions, or from MESSRS. THOS. COOK & SON, Booking Agents, Hongkong.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEUZELA" AND "COLOMBIA,"
14,000 tons each.
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	Feb. 27th.
S.S. "COLOMBIA"	Mar. 27th.
S.S. "VENEZUELA"	Apr. 24th.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information, rates, literature, schedules, etc., apply to
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ANNOUNCEMENT
of
TACK LOONG

the Oldest and Largest Chinaware Concern in Canton.

Our patrons are desired to note that Mr. LI HON CHY, also known as NG SHEUNG, who has heretofore represented this house for the Foreign Department, is no longer in our employ and has no authority to act on our behalf in any capacity whatsoever. Our new partner, Mr. FUNG YIU HING, also known as PO HING, will represent this house hereafter.

The general management and staff, except the above change, remain the same as before and all commands or enquiries will receive the same care and prompt attention as in the past.

Canton, February 1, 1918.

[1030

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART, Manager.
[14

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL, Manager.
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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in every Room, prompt connection maintained by six lines to Central.

Fifteen minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden, and Social Rooms. European Runner meets Steamers.

P. O. PEUSTER, Manager.
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THE VICTORIA HOTEL. CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. B. EYLES.
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(MITSUBISHI Co.)

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SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTAKE, KISHIDARE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BIBAI AND OYUBARI COLLIERIES.

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For Particulars, apply to—
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FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

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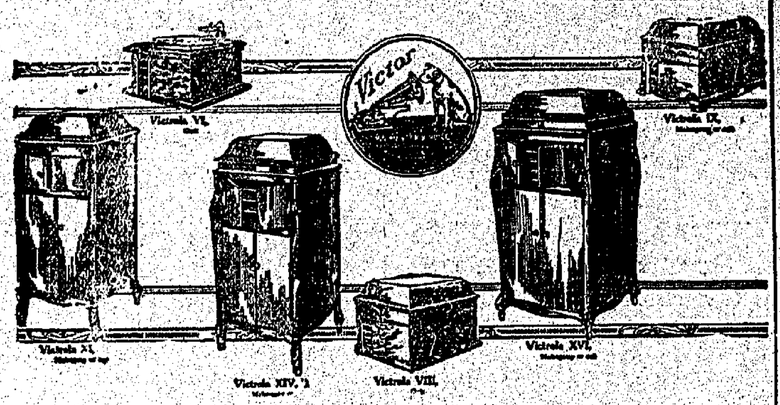
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STYLES AND PRICES TO SUIT ALL.

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FOR EVENING WEAR.

In all the Newest Styles.

COLLARS
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SHAPE 25

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Men's Wear Specialists,

16, DES VŒUX ROAD. Telephone 29.

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LA MINERVA

CIGAR FACTORY.

ESTABLISHED 1883.



REINA MARIA CIGARS.

We beg to draw the special attention of Smokers to this Cigar.

A very good and inexpensive smoke.

In boxes of 50 $4.00 duty paid.

LANE, CRAWFORD & CO.,

AGENTS IN HONGKONG AND SOUTH CHINA.

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A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well being is a sound investment. Good health, undoubtedly, is one of the greatest assets a man or woman can possess for without it none can be at their best physically or mentally. Minus good health, the joy of life is dimmed. Beecham's Pills are a paying investment for all who desire to promote and maintain good health. It is wise to have recourse to this wonderful specific on the first signs of indisposition. When the stomach is disordered, when the appetite is poor, when the bowels are irregular, the liver sluggish or you feel generally out of sorts you cannot do better than take a few doses of this world-famous medicine. You will certainly benefit. There are ample returns in health and satisfaction for all who invest in the remedy of

Beecham's Pills

Prepared only by THOMAS BEECHAM, St Helens, England.

Sold everywhere in boxes, price 9½d (36 pills) 1/1½d (56 pills) & 2/9 (168 pills).

THE NEW FRENCH REMEDIES
THERAPION No. 1
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THERAPION
A CURE FOR YOU

HIMROD'S

Gives Instant Relief

No matter what your respiratory organs may be suffering from—whether

ASTHMA, INFLUENZA, NASAL CATARRH, or ORDINARY COUGH,

—you will find in this famous remedy a restorative power that is simply unequalled.

FAMED FOR 50 YEARS

Sold in time by Druggists throughout the World.

BEWARE OF Cheap and Dangerous Imitations.

CURE FOR ASTHMA

[617-1

THE ART OF LIFE.

Is there an art of life, if so, what is it? Omar Khayyam, stringing his quatrains together amid the roses of Naishapur, thought he had discovered it when he sung of "A Book of Verses underneath the Bough." St. Simeon Stylites, gazing from his pillar over the panorama of desert, would have claimed that his principles of conduct were the sounder. The point of view of the Eighteenth Century was held "when wild in woods the noble savage ran," and that the advent of civilization imposed wrong standards on mankind. To the average individual of to-day unsophisticated, unimaginative, lacking the powers of self-analysis or self-expression, existence is nothing but a struggle for the means to make it tolerable. Discourse to such an one of "the art of life," and he will stare uncomprehendingly. Art to him is summed up in the National Gallery and the Promenade Concerts. In any other context it is meaningless.

It is plain that no formula can be framed of general application, since what one would accept another would deny. Yet if "all the world's a stage," existence shows some of the artifice of the stage play, and there are phases of it in which the make believe of the theatre is displayed. Life tends to become an art when simplicity goes, luxury runs riot, and nature vanishes behind a mask. Pose, a striving after effect, undue emphasis on trappings and ornaments—these seem to be implied in the phrase "the art of life." Take a villa at Baiae in the days when Caligula had baths of priceless unguents and draughts of molten pearls, and Nero spent £35,000 on Egyptian roses for a single banquet. The troops of slaves, the dancers and mimes, the wanton lavishness that could provide dishes such as a huge boar stuffed with live thrushes, and distribute costly gifts by means of a figure descending through the ceiling, the debates on strange philosophies conducted in marble colonnades overlooking fields of violets and summer seas—there is nothing of everyday reality in such particulars. Life was equally fantastic in Renaissance Italy. In the Florence of the Medicis, and the Rome of Leo X., men and women "went down the primrose path to the sound of flutes." The disputations of the day over a dialogue of Plato or a bronze by Cellini were succeeded by the distractions of the night. A prelate of the Church gave a feast at which ragouts of parrots' tongues were served on golden dishes which the guests threw from the open windows into the Tiber. Carnival followed carnival and masque masque, where Bacchantes jested Cardinals, and a Pope sat surrounded by Paphians and singing boys.

Horace Walpole is a type of those who order existence on artificial lines. He moved among his treasures at Strawberry Hill fingering a cameo here, examining a manuscript there, rattled the dice at Brooks', garnered the gossip of the day and wrote his letters, like a character in a play, accomplished, witty, a master of social arts, having nothing in common with the workaday world. By his own choice for ever in the twilight, he never experienced the storm and sunshine that are the portion of ordinary men. On the Riviera in the season may be seen the cosmopolitan disciples of the same age-old creed. That individual driving in an automobile de luxe, drinking champagne, smoking a Corona Corona, and throwing "mille" notes on to the "tables"—he is blood-brother to the freedman Trimalchio whom Petronius satirised. He and his resemble the Lotus Eaters stretched in slothful ease on a shore where it is always afternoon, while the full tide of life races past.

The art of living does not lie in the acceptance of any one formula, nor is it to be sought in a set of rules capable of general application. Life itself is too evanescent, too elusive, to be imprisoned in a definition. It is a flower so fragile that to pluck it destroys the bloom, a perfume so subtle that it can never be distilled. The image that best mirrors it is Shelley's:—

"Life, like a dome of many coloured glass,
Stains the white radiance of Eternity."

Each one must seek the secret of existence for himself, since no discoveries of another have any value for him. Above all it must be experience not theorised. "I treated art as the supreme reality and life as a mere mode of fiction," wrote a man of genius, analysing in his prison-cell the tragedy of his own career. He had followed where he should have stood alone. If there be an art of life, it consists in natural development along individual lines. Be oneself—that is the golden rule. Leo X. loved the society of buffoons and Cardinals who had sporting tastes. For him the art of life was feasting and the chase. For the monk it is religious observance and a hair shirt; for the worldling it is Mayfair and Monte Carlo. St. Simeon Stylites found it in sitting on the top of a pillar, since he indulged a natural taste by so doing. Omar Khayyam in a similar situation would have been miserable, since existence would have lost all its colour for him and shrivelled into nothing. He required "A Jug of Wine, a Loaf of Bread—and Thou" for his world to be couleur de rose. Rousseau wanted the Stone Age back again, and was wretched because he wore broad-cloth in place of furs, and carried a cane instead of a club. He was born too late and paid the penalty in unhappiness.

Where a person is prevented by force of physical circumstances, such as poverty, or mental limitations, as, for instance, moral cowardice or lethargy, from pursuing his natural bent, life is necessarily incomplete. To have the soul of an explorer enclosed in the body of a bank-clerk, the instincts of an anchorite thwarted by a fear of family criticism or

(Continued at foot of next Column.)

ON THE ITALIAN FRONT.

A DRAMATIC CAPTURE.

[FROM G. WARD PRICE.]

The fortune of war has brought about a dramatic capture in the Val di Ledro, near Lake Garda. It is that of the Hungarian who denounced Cesare Battisti, the Italian Irredentist Deputy for Trent, in the Austrian Parliament, when he was captured by enemies fighting as soldiers in the Italian army. Battisti's execution made an impression throughout Italy only comparable to that caused in England by the shooting of Miss Cavell. Streets have been named after him in every town, and a wonderful photograph showing the Italian patriot marching to the scaffold with head high was found later on an Austrian officer killed in battle, and has been republished all over the world. The Hungarian soldier who identified Battisti among the prisoners was half an Italian, and wears a gold medal given him by the Emperor for this service. He was seriously wounded when he fell into Italian hands.

It is certain that during the retreat the Austrians contrived to send on a number of spies dressed in Italian uniforms. Several cases have occurred during the last few days during the fighting on the mountains between the Breta and the Piave of unauthorised orders to retire being spread. Sometimes they have been neglected by Italian officers, who refused to abandon their positions without written command, but in one case at least a retirement was made upon a false report that the enemy had broken through on an adjoining sector. Several of these spies have also been caught travelling in Italian military motor-cars, which are subjected to constant and close scrutiny. Of those who were arrested two have been executed.

MR. HODGE AND DISABLED SOLDIERS.

Mr. John Hodge, M.P., Pensions Minister, addressing a meeting at Glasgow recently, said that he had been heart-sore at the complaints received from disabled discharged soldiers unable to get their pensions. He took the matter up with the War Office, and he was hopeful that within the next week or two it would be arranged that disabled men who were discharged would continue to receive their pay until their pensions were ready. Another complaint had come from disabled men who were continuously being called up for medical examination or re-examination. The Ministry had issued instructions that additional pensions were to be for one year, which would get rid of a great deal of irritation. He had been interviewed that day by men who complained that on appearing before a medical board they were asked what wages were they earning. Doctors had no right to ask that question. (Cheers.) There was a positive Army Order signed by Lord Derby against putting such queries, and his (the speaker's) desire was to make an example of those doctors so offending for the benefit of all the rest. (Cheers.) Many mistakes had been made in assessing a man's pension, but his anxiety was to see justice done, and for that purpose he had appointed medical referees all over the country, to whom the men could appeal. He held that the restoration of the men to be useful citizens was of much greater value to the men that any money they could give them, and he hoped they would yet be able to dip into the public purse to help the men still further. His desire was for disabled men to train now so that when peace prevailed they would be ready to take their part again in the battle of life. (Cheers.)

the claims of a post in the Treasury—this is to waste the most previous of gifts. The happiest beings are those whose circumstances do not stand in the path of their secret desires. A shoemaker with the temperament of a Stoic philosopher does not let cobbling interfere with self-expression. One can be a visionary on two pounds a week. A nobleman, indifferent to what other people think, can write poetry to his heart's content, and publish his effusions in crushed leather bindings powdered with coronets. Yet, if the cobbler were set on becoming a bishop, or the peer paid any attention to the uncharitable remarks of his friends and relatives, both would find themselves astray.

The mischief with the majority of mortals is that they are ignorant of what their natures are, and what they stand in need of. A is so certain that leisure will alone fully develop his powers that he squanders his best years in making a fortune, only to find he has no zest in the enjoyment of it. Without being aware of it, he is the soul of simplicity, and should be in some homestead among the hills. B cannot understand why the times appear so out of joint in his eyes that he never settles down in his profession as others do. He is a Bohemian to the finger-tips, and by rights ought to be in a world of impecuniosity and gaiety, flocking with birds of a feather. He is an exile in a land of respectability all his days, for lack of a little imagination.

A knowledge of the art of life is not to be imparted by any teacher, nor is there any treatise on the subject that can enlighten the ignorant. But to him who possesses imagination and sincerity—the two keys to the mystery—life becomes transfigured, a romance instead of a humdrum story, bathed in sunshine in place of being plunged in shadow. To the passer-by he may appear merely as a prosperous merchant or a down-at-heels artist, a weatherbeaten countryman or a smart voluptuary. The exterior matters nothing. The man has found the Philosopher's Stone and transmuted the poor metal of existence into gold. He has learnt the Art of Life.—(Ex.)

WOMEN OF THE ARMY.

THE SPLENDID NURSES.

[FROM "THE DAILY TELEGRAPH'S" SPECIAL CORRESPONDENT.]

Over no branch of the Army's work in France has the veil of reticence been quite so completely drawn at that of the system, the *personnel*, and the achievements of those who form Queen Alexandra's Imperial Military Nursing Service and its ever-growing reserve. Out here in France this aspect of the alleviation of war's cruellest suffering is more arresting. There are districts which hold whole townships of general and stationary hospitals. With the exception of six hospitals supported by voluntary organisation, the whole of the vast work of tending the wounded is now in the hands of the Royal Army Medical Corps, of which the Nursing Service is an integral part. What the Empire owes to the two ladies who are the respective heads at home and in France will perhaps be made clear one day. Each of them acquired her own professional knowledge at the London Hospital. To this day the story is recalled there how Queen Alexandra, in the "Black December" of the South African War, called for half a dozen volunteers to go out on a mission of special importance there, and in the chill grey dawn of Christmas morning the party, including these two ladies, set forth, thus inaugurating a partnership of glorious mercy out of which has grown a higher standard of war nursing than has ever yet been reached.

For, thanks to a highly detailed system, the regular service, with its gradations of principal matrons, matrons, sisters, and staff nurses, has been able to draw to itself a reserve which included the pick of the profession as it was serving in the great civilian hospitals. The Headquarters could call up at the shortest notice the women whose skill and suitability were already vouched for. As emergencies have arisen there has been no cause for delay over inquiries, for all those had been made beforehand. In working result, the thousands—that is as specific as is permitted to be—of nurses now in France bring to their noble labours the most advanced training that can be given, allied with womanly qualities not easy to define, but recognised by physicians, surgeons, and matrons as of no less importance than professional skill. At headquarters, in a curious old town of many historical memories, where they are housed in a big and rather ornate mansion, or at other centres, as in what was once a large and rambling convent, where the walls are hung with excerpts and quotations profitable for meditation, there is an atmosphere of confidence and efficiency that would be intensely reassuring to the relatives of the wounded, could it be conveyed to them.

FROM FIRING LINE TO WARD.

It is a marvellous network of organisation, that deals with every stage from the moment that a man is struck till he is in a convalescent camp or carrier ship on his way home. Only on the huge-scale chart one was privileged to see, nay you realise, that not a detail has been left uncovered. The close-set chain of regimental aid-posts is there to afford the first alleviation when the enemy's shell or bullet has found its mark. Constantly working backwards from these, the field ambulances bring the stricken men to the casualty clearing stations, which are grouped by threes or fours as better in practical working than at greater distances apart. Next, the splendidly-appointed ambulance trains await those who can be moved and take them down to the hospital bases.

Of the work at one of these a vivid picture of efficiency was unfolded. Some of the trains run right down to what was of yore one of the busiest ports of French overseas commerce, and where the range of railway offices and waiting-rooms can only be described as palatial. All these have been taken over by the R.A.M.C., and one sunny afternoon the trains were bringing down the men who had won through in the fighting about Ypres and Passchendaele. Nothing so perfect in the way of ambulance trains has ever been turned out as the series which run through the exigencies of the situation demand. Those bearing the earlier numbers were built in France, but the newer ones are of English construction, and the only rivalry regarding them has been as to which workshops could turn out the more perfect carriages, with their berths for the lying-down cases and their seats for those less seriously injured. An Army sister or two is always on these trains, and takes her part with the surgeons in directing the work of removal. Very ingenious indeed is a new little trolley that can be brought to the railway-carriage doors and will convey four stretchers with the minimum of oscillation or jar.

On the other side of the wharf is the great hospital ship, painted grey from stem to stern. The doctors pass between the stretchers laid out, and now and again order that a case shall be detained a few days longer before going to England. You follow the steadily-moving procession up the gangway to get a glimpse of the beautiful arrangements of the hospital ship, and then turn back to the range of wards into which the waiting-rooms have been transformed. The electrical equipment here is something to marvel at, and a new vibrator, which reveals the presence of a bullet or shell fragment, seems to mark the last word in the location of foreign bodies. The nursing staff here sees more variety of cases perhaps than those of a base or stationary hospital, for occasionally the victims of a submarine attack are brought in. The abiding impression of the whole place is that of a great junction between the various stages, by which it comes about that a man may be comfortably in his cot in one of the general hospitals in London easily within twenty-four hours of having been struck down. To accomplish such things the whole system of field ambulances, convoys, railways, stores for appliances, food and dressing, and the accommodation of the whole staff who carry every thing out must surely be accounted one of the triumphs that have been accomplished.

AT A STATIONARY HOSPITAL.

It would take days to go adequately through the great stationary hospitals of one base alone. Certain wards had therefore to be taken as representative of many more, and opportunity was afforded of seeing how some phases of gunshot wounds of the head and chest are kept under observation. One of these patients, a Grenadier Guardsman of superb physique, belonged to the original Expeditionary Force that slipped away on the morning of August 12th, 1914. He had been slightly wounded twice before, but, as he said regretfully, his fighting days are over, for even the finest surgery will have a heavy task to restore much use to him of a sorely shattered arm and thigh. What can be done for such cases is achieved, and the Sinclair frame, named after its inventor, is accomplishing things akin to miracles in regard to shattered legs. The limb is kept raised considerably above the body until the fractures have united, which under these conditions is often done in seven or eight weeks.

Elsewhere were shown the astonishing restorations effected in the worst injuries to the face and jaw by means of bone, cartilage, and skin grafting. And withal, the scientific side of the work of healing, the researches into gas gangrene, and the valuable discoveries that even already have been made in regard to trench fever, will facilitate future treatment in a way that would have seemed impossible in conjunction with the stress and strain of war work. Enteric, that scourge of previous campaigns, has been completely mastered, and the death rate from it reduced to practically *nil*. In this connection the interesting point was mentioned that the whole system of dietary has been completely revised, and patients are now given the most sustaining and nourishing foods in place of the milk and barley-water formerly favoured. An electric department possessed the d'Arsoval diathermal apparatus, by which the heat is carried direct to the affected part, ocular demonstration of which can be afforded by placing a potato under its rays, which is found to be warm in the middle and cool at the edges. Very striking use, too, has been made of all the bathing huts of a charming place, which have been taken over by the R.A.M.C., and are useful for the treatment of open-air cases.

THE HEROIC PACE.

The V.C. has never been awarded to a woman, but it was surely deserved by one of these Army nurses. Deliberately and of set purpose the enemy has bombed clearing stations and hospitals, and in one of these shameful attacks four brave sisters were killed. Three of them were assisting, regardless of their own safety, in removing their patients to what they hoped would be better cover. The fourth was soothing a man, by singing to him, whose nerves had been mercilessly shattered, and her sweet voice was having the best and most calming effect upon him. The ruthlessly-hurled bomb caught her, killing her almost instantly, but her patient, for whom she gave her own life with as sure and fine a sense of devotion to duty as any man has shown, was saved.

The latest duty that has been assigned to the Army nurses is that of tending the members and officials of the Women's Army Auxiliary Corps. At every woman's camp an exceptionally well-qualified V.A.D. nurse forms a part of the staff, and for the colds and minor maladies not needing more than forty-eight hours' absence from duty there is a sick bay. But the Army nurses have hospitals and rest homes of their own when any of them should break down—at one of these the Queen lunched on the occasion of her visit to France, in order to assure herself that nothing that would make for the comfort and speedy recovery of the nurses—and additional accommodation has been arranged to take in the graver cases from this latest arm.

To be mentioned also, as one of the most valuable sources of rest and recreation off duty, is the valuable series of clubs of which the Princess Victoria, sister of the King, is president. These have been established wherever nurses are quartered in at all considerable numbers, and the general supervision in France has been undertaken by Lady Algernon Gordon Lennox, who is assisted from home by a committee. These clubs are strictly under the recognition of the Army Medical Service, and have nothing to do with any Red Cross administration. The Queen takes the warmest interest in them, and as pleasant meeting-places offering a change of surroundings they are filling a distinct and useful place in the general economy of the Service which had distinguished itself so signally.

THE "1914 STAR."

It is officially announced that "1914 Star," which the King has approved for issue to all officers, warrant officers, non-commissioned officers, and men of the British and Indian Forces, including civilian medical practitioners, nursing sisters nurses, and others employed with military hospitals, who actually served in France or Belgium on the establishment of a unit of the British Expeditionary Forces between August 4th, 1914, and midnight of November 22-23, 1914, is a four pointed Star in bright bronze. Two cross swords with a scroll inscribed "August 1914 November", intertwining, and encircled by an oak wreath with the Royal Cypher at the base, are embodied therein. At the topmost point of the Star is a crown, at the top of which is a ring for the riband. The riband, which is red, white, and blue, shaded and watered, will be worn with the red on the right (*i.e.*, nearest the buttons of the coat). Every effort is being made to ensure that the Star shall be produced as soon as possible, but owing to the scarcity of labour the issue will not be begun for some months. The manufacture of the riband is, however, being expedited, and a supply will shortly be ready. The first issue of the riband will be made to troops serving overseas.

PANY MEETING.

CHI RE INSURANCE CO., LTD.

An ordinary meeting of the share- holders of the China Fire Insurance Co., Ltd. held, yesterday, at the offices of the company to consider, and, if thought fit, to pass the following resolution:

"That the provisions of the Company's Memorandum of Association with regard to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of the meeting."

There were present:—The Hon. Mr. P. Holyoak (Chairman), Messrs. S. H. Bell, W. L. Pattenden, A. Forbes, A. Haang (Directors), C. Montague Edeveral Manager), E. R. Thomas, P. Hodgson, W. R. Mansfield, V. L. Pedios, A. E. S. Alves, A. A. Alves, Gardner, W. Gardner, V. R. V. Teixeira, M. A. R. Souza, and B. M. C. da Cunha.

The Chairman (the Hon. Mr. P. H. Holyoak) said:—Gentlemen, the object of the alterations of the provisions of the Company's Memorandum of Association, as provided in the terms of the resolution which you have just heard read, is to equip this Company with the increased powers necessary to enable it to maintain its position among other Companies engaged in similar business and to bring this Company's Memorandum of Association into line with that of its allied Companies—the Union Insurance Society of Canton, Ltd., and the British Traders' Insurance Company, Ltd., where similar alterations have recently been made.

All shareholders have been sent notice of the resolution, together with copies of the Memorandum of Association in its present form and the proposed alterations thereto.

The Chairman then moved that the resolution be adopted.

Mr. A. Forbes seconded this, and it was carried unanimously.

The Chairman announced that a confirmatory meeting would be held on March 14th at 12.15 p.m.

SPORT.

HOCKEY.

H.K. DEFENCE CORPS v. THE NAVY.

The hockey match between the H.K.D.C and the Navy, arranged for to-day, has been postponed till Friday, the 22nd instant.

VICTORIA REGATTA.

YACHTING EVENTS.

HANDICAP CLASS.

Dione	Scratch.
Rolla	5 secs. per mile.
Jessica	10 ,, ,, ,,
Diana	45 ,, ,, ,,
Colleen	45 ,, ,, ,,
Aileen	60 ,, ,, ,,

Preparatory gun, 2.15 p.m.; Starting gun, 2.20 p.m.

ONE DESIGN CLASS.

Daphne	Scratch.
Bonita	,,
Ailsa	,,
Halcyon	,,

Preparatory gun, 2.25 p.m.; Starting gun, 2.30 p.m.

HEYWARD HAYS GAEL CLASS.

Lady Ursula	Scratch.
Dawn	,,
Lysbeth	,,
Dorothy	5 secs. per mile.
Toinnette	5 ,, ,, ,,
Gael	5 ,, ,, ,,
Asthore	5 ,, ,, ,,

Preparatory gun, 2.35 p.m.; Starting gun, 2.40 p.m.

The Course for all events will be:—North Fairway Buoy (S), Trocas Rock (S). Distance:—6½ miles. Starting and finishing line between the yachts *Niobe* and *Vera*, which will be moored respectively at the inner and outer Naval buoy, opposite the V.R.C.

The starters will be Messrs. D. K. Blair and A. H. Milroy; Time-keepers, Messrs. A. W. van Andel and A. Denison; Judges, Messrs. F. Smyth and G. G. Wood.

ASSOCIATION FOOTBALL.

KOWLOON v. 83RD CO. R.G.A.

The following team will represent the Kowloon Football Club in a Second Division League match *versus* the 83rd Co. R.G.A., to-morrow afternoon on the Navy Ground:—Jennings; Hamilton and White; V. Langenberg, Janes and Abbas; Rasmussen, Knight, Moosdeen, Halsell and Tatam. Reserves:—Sears and Sutton.

HONGKONG MAGISTRACY.

GAMBLING.

A Chinese was charged with gambling with Chinese dice.

Mr. J. R. Wood fined defendant $5.

THEFT OF HOOP IRON.

A Chinese youth was charged with stealing a quantity of hoop-iron from the Tung Wa matshed in Wing Fung Street.

The foreman of the matshed said defendant was arrested by a Chinese watchman while he was carrying away the hoop iron.

Mr. J. R. Wood remanded the case till to-day.

THEFT OF SHOES.

A Chinese was charged with stealing a pair of black patent leather shoes from a steamer in harbour.

Inspector Gordon said defendant, who was noticed leaving the ship with a parcel, was stopped by the second officer and searched.

Defendant said he picked up the shoes, which were lying at the bottom of a rubbish heap in the hold of the vessel.

Mr. J. R. Wood sentenced defendant to three months' hard labour and four hours' stocks.

DISPUTE OVER A COAT BETWEEN FRIENDS.

A Chinese woman was charged with the theft of a jacket, belonging to another woman.

Complainant said the defendant was an acquaintance of hers, and used to visit her frequently. A few days ago witness lost her jacket and was surprised to find the defendant wearing it. Witness claimed the garment, but defendant refused to return it, declaring that it belonged to her.

Defendant said the coat had been given her by her sister.

Mr. Dyer Ball remanded the case until to-day.

ANNOYED BECAUSE HIS GREETING WAS NOT RETURNED.

A Chinese was charged with molesting a Chinese amah, employed by a Portuguese family residing at No. 39, Haiphong Road, Kowloon.

Mr. Guttierez stated that while he was at dinner he heard a commotion in the kitchen. A few minutes later his married daughter informed him that a man was dragging the amah about rather violently. Witness advised his daughter to call the police, and the man was given in charge.

Mrs. G. Gomez said she was in the kitchen when defendant entered, and, taking the amah by the hands, wanted to know why, when he called out "Kung he fat choi," on New Year's Day, she did not reply. The amah told defendant she did not wish to have anything to do with him as his wife was continually picking quarrels with her. Defendant then asked her to walk out with him, and, when she refused, he became very violent, and accused her of having incited another man to assault him.

Defendant said he was only reading a letter to the amah that had been sent to her by her father.

Mr. J. R. Wood fined defendant $5, with the alternative of a week's hard labour.

CRICKET.

HONGKONG C.C. v. 25TH MIDDLESEX REGIMENT.

In this match, to be played on the Club ground to-morrow at 2.15 p.m., the following will represent the Club:—T. E. Pearce (Capt.), R. M. Austin, D. E. Donnelly, Capt. E. H. Gray, Lieut. J. K. McConnell, L. D. McNicoll, Lt.-Col. R. H. Morgan, H. E. Muriel, Lieut. H. E. Murray, F. Sutton, and E. R. Thomas.

CIVIL SERVICE v. THE UNIVERSITY.

The following will represent the University in a league match against the Civil Service to-morrow at 2 p.m. on the Civil Service ground:—A. H. Rumjahn, R. Ponsonby-Fane, G. E. Marley, J. D. Wright, E. Redmond, K. Brayshay, D. K. Samy, W. Gittins, T. L. Cheah, K. S. Lim and G. V. Hall.

JAPANESE ARGUMENTS AGAINST ARMAMENTS.

THE "HYPOTHETICAL ENEMY."

It is worth noting, says *The New East* of February, that writers of respectable calibre come before the public this month in opposition to what are usually called militaristic views.

The newspapers have recently contained rumours of a plan to increase the strength of the Japanese army, and the scheme comes in for some original criticism in a series of signed articles which has been appearing in the Tokyo *Nichi Nichi*. The writer is Dr. Minichiro Matsunami, a Professor of Tokyo Imperial University. His conclusion is that from no quarter is Japan threatened with any danger which would warrant an increase of the army.

"The reasons which have induced the authorities to contemplate an increase of the Japanese army (assuming the rumours to be well-founded) are beyond my comprehension," writes Dr. Matsunami. Germany, with the greatest army under the sun and with immense natural resources, has failed to conquer even half of Europe. Japan has hitherto based her policy on the principles of justice and humanity. Is she going to abandon her cherished traditions and start on a career of conquest? If not, why this cry for a larger army?"

"Who is the hypothetical enemy against whom Japan is to prepare? Russia, and to some extent France, no longer figure as military nations. America, no matter for her increased navy or army, cannot be imagined as competing with Japan in arms. The American form of government is never found linked with a militarist policy. The only country sure to emerge from the War with military strength equal to Japan's is England. So, by a process of exhaustion we reach the conclusion that the country against which Japan has to prepare is England. Could absurdity go further?"

"No doubt Germany dislikes us, but the dislikes England more. Some people affect to fear that German power may yet reach Siberia and use the Siberian railway to threaten Japan's psition in the Far East. To do this Germany will first have to swallow Russia. She is not likely to forget the lesson which she learned in her attempt to smash her way to France through a much smaller and weaker country than Russia. Besides," adds Dr. Matsunami, "does any one imagine that England and France would look idly on while their former enemy sent troops to the end of Asia to conquer Japan?"

Dr. Sakuzo Yoshino, writing in the *Toyo Jiron* (Eastern Review) puts some searching questions concerning Japan's qualifications for leadership of the Orient, and takes the decided view that military expansion is not her true mission.

"Does Japan," he asks, "possess a culture great enough to entitle her to lead her neighbours? How much influence has Japan exerted on the spiritual condition of neighbouring countries? What energy has she put forth to raise the cultural level of the Eastern peoples? "It is true," he continues, "that the sudden rise of the Japanese race in the estimation of the world produced new hopes in the minds of the despairing Orientals. It is equally true that the Western people, who were in the habit of looking down upon Orientals, have learned to respect the Japanese. But it is a mistake to consider the Japanese the only people in the East who have awakened to their capacity. The change in the minds of the Indians and Chinese after the Russo-Japanese War was remarkable. These people looked to Japan as their leader on the road of civilization. Had Japanese deeply and truly felt the obligation to lead her neighbours to light and civilization, had she lent them a helping hand, her position in the East to-day would have been different. Japan, when her neighbours looked to her for leadership, did nothing because she was unprepared. Japan raised herself to the rank of World Power because she imported what of Western civilization she could, not because her civilization was superior. No wonder that she lacked confidence to lead the rest of the Asiatic people. It is natural that the Chinese and Indians, finding their expectations of Japan's leadership disappointed, should regard her with a suspicious eye.

"We Japanese are always talking of our leadership of Asia. How many of us have thought deeply of our mission? We persist in thinking in military terms only. Expansion and imperialism are the prizes we pursue. It is possible to conquer other nations in the military sense, but can we establish moral sovereignty? We have had great success in Korea and Formosa, so far as the requirements of our national defence are concerned, but our efforts to advance civilization in these countries have hopelessly failed. If we would lead Asia we must abandon the false gods of imperialism which we have followed."

Dr. Motohashi, one of the most distinguished historians of Japan, discusses a vast subject "The Future of the Pacific" in the *Shin Jidai* (New Era).

"Japan," says the writer, "is at present mistress of the Pacific; with the control of that ocean her destiny is inextricably bound up. China, too, though at present generally reckoned to be the one unassailable market for Japanese goods, may one day be found slipping from our hands. Such an eventuality is not outside the limits of probability. How to guard against it, therefore, is a serious question. The watchword "Defend the North and develop Southwards" has become void of substance and meaning. We should be prepared to advance and expand in the Pacific. Here alone lies the key to the Pacific question. I do not advocate aggression, but peaceful, economic and cultural expansion."

(Continued at foot of next Column.)

Dr. Motohashi, then, recommends the following five points to the consideration of the Foreign Office:—

"First of all, Japan should abandon once for all any ambition to conquest, devoting herself to the cultivation of economic relations with other countries.

"Secondly, whatever pressure may by exercised there is no reason why Japan should part with any legitimate gains which she has obtained as the result of participation in the War. For instance, there is not the least warrant for Japan to return to Germany the islands in the South Seas."

Dr. Motohashi goes off here to protest against foreign policy being shaped according to the popular will. This course led to the downfall of Poland and the decline of the Netherlands. The learned writer is convinced that Japan's foreign policy suffers now from popular influence and he insists on the necessity of reform.

Next he discusses national defence, and comes easily to the conclusion that the axiom that military preparedness is the guarantee of peace will remain forever true. If Japan hopes to solve the Pacific problem she cannot afford to stop building up her armaments.

AFTER-WAR TRADE.

WHAT GERMANY HAS TO FACE.

At a public meeting held at Preston in December on after war trade problems, the following telegram was read from the Earl of Derby: "There are two principles on which I hope all Chambers of Commerce will unite after the war. First, let us agree that our own people and our Allies come first, and let us penalise, as far as we possibly can, our enemies. Charity begins at home, and I want to see knocked on the head, once and for all, the snatching of our industries by the Germans and their friends. Secondly, I want Chambers of Commerce to do all they possibly can to co-operate in schemes that are put forward for the employment of soldiers, and I do not limit this to the private soldiers, but would wish to see it extended to the officers. Many of the latter left school to go straight into the Army and fight for us, many have risen from the ranks to commissioned rank; it is up to the Chambers of Commerce, who represent to a large extent the employers, to see that these men do not suffer by their patriotism. Liverpool Chamber of Commerce has started a scheme to deal with this question, and I sincerely hope all Chambers of Commerce will co-operate with them."

Mr. Runciman, M.P., observed that with a sentence at the beginning of Lord Derby's telegram he must say frankly he was not in complete agreement, but there was something in the idea his lordship expressed when they were dealing with Germany and when they made peace with her. Afterwards, if she showed any inclination to make peace, they would have to remind her, by action as well as by declaration, that the Allies controlled the principal raw materials of the world. The Germans were quite intelligent enough to realise that with America drawn into the Alliance, we could shut off from Germany at will practically all her supplies of cotton, for what she could get from Asia Minor would not amount to much. We could withdraw from her merchants three-fourths of the hides required for their leather industry. We could keep out of her country practically the whole of the rubber that had now become an esential part of nearly every manufacture. In these and other commodities the German who made a survey of his national needs must realise that we could starve nearly all his staple industries. The blockade was becoming tighter and more effective month after month, with inevitable results. He deprecated the use of trade for political ends, but the maintenance of peace was worth every effort, and every scrap of supply which could be withheld, even to our own detriment, might well be kept back from a nation that once more might plunge us into the devastation and sorrow experienced for the last three years.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, of Saigon, in their report dated January 31st, stated:—

Since our last report our market has been slightly firmer owing to some important sales made to Japan for early shipment. Besides, according to the last information received from the interior, the natives in some provinces are complaining of a new disease which appeared after the recent floods and will partially damage the crop. Some people expect a decrease of 150,000 to 200,000 tons on the first prospects.

The total amount of rice exported from the 1st of January up to the 22nd of January, 1918, is 70,270 tons, against 52,585 tons in 1917.

We quote to-day White Saigon Rice, No. 2 Sifted, Japan quality, Hongkong dollars: 2.97 per picul f.o.b. Saigon, for February-March shipment.

SCHOOL OF ORIENTAL STUDIES.

CONDITION OF THE LONDON COUNTY COUNCIL GRANT.

The governing body of the School of Oriental Studies have failed to fulfil the condition of the grant from the Council—that an income of £6,800 shall be assured towards maintenance from sources other than Government and Council grants and fees from students. The governing body have been able to raise only £4,830. The endowment fund amounts to £19,408. Looking at the exceptional circumstances of the time, the Education Committee of the London County Council recommended suspension of the condition and the payment of an instalment of £333 in respect of the period between October 1st and December 31st, and like amounts in March, June, and August. The recommendation was adopted.

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Principal:—Miss BENDELACK, M.A., Dip. Ed.

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STRAITS MERCHANT SERVICE GUILD.

DISPENSARY Buildings, Raffles Place, Singapore, are HONORARY AGENTS of the IMPERIAL MERCHANT SERVICE GUILD, where subscription are received, new Members are enrolled and all Members are welcomed as Visitors during their stay in port.

[1233

NEW ADVERTISEMENTS

LOST or STOLEN.

ON February 1st, IRISH TERRIER BITCH ("BIDDY"), brown colour Licence number 321. Anyone detaining same after this notice will be prosecuted.

G. RAPP,
Alexandra Buildings.
Hongkong, 15th February, 1918. [1630

NATIONAL LOAN OF THIRD YEAR OF REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that the First Annual Drawing of Bonds, which should have taken place on 15th December last, will be held at Peking on 20th February.

A List of Drawn Bonds with date and place of payment will be notified in due course in the newspapers.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs,
Peking, 2nd February, 1918. [1624

HONGKONG SAVINGS BANK.

NOTICE.

ON and after 16th February, 1918, the hours for the transaction of business by the HONGKONG SAVINGS BANK will be 10 A.M. to 12 NOON every week day except Saturdays.

The Savings Bank will not be open for business on SATURDAYS on and after 16th February.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 7th February, 1918. [1600

EDUCATIONAL DIRECTORY OF CHINA.

THE EDUCATIONAL DIRECTORY OF CHINA for 1917 is still on Sale at KELLY & WALSH, LTD., HONGKONG AND SHANGHAI.

The DIRECTORY is Illustrated and contains nearly 400 Pages of interesting matter connected with every phase of Western Education in CHINA.

PRICE, $3 Nett.

[1613

NOTICE.

THE UNITED BRITISH INSURANCE CO., LTD.

(Incorporated in the United Kingdom.)

HAVING been appointed MARINE AGENTS to the above Company, we are prepared to ACCEPT RISKS and issue Policies at Current Rates.

UNION TRADING CO.,
Agents.
Queen's Buildings,
Hongkong, 1st February, 1918. [1573

G. R.

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding $50

(58.

LIFE INSURANCE.

MR. E. P. HENDERSON, I.C.S., Retired, of 42, Leinster Gardens, London, W. 2., wishes to draw the attention of the public in China and the Straits to the desirability of taking advantage of the present high level of exchange by effecting, under his advice, single premium Insurance Policies.

The advantages may be briefly summarised as under:—

1. The present level of exchange has the effect of approximately doubling any money sent home.
2. Large Insurance protection is immediately obtained, combined with absolute security of capital, and an excellent return at Maturity.
3. Since Insurance Companies are the largest investors in all War Loans, any money thus sent home helps the Old Country in its hour of need.

Copy of conditions on which MR. HENDERSON'S advice is given can be obtained from the MANAGER OF THIS PAPER.

[1006

REGULAR SAILINGS TO VANCOUVER & SEATTLE.

For freight and further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

Tel. 215. Sub. Ex. 23.

1808

INTIMATIONS

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 19th February, 1918, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 19th February, 1918, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, 21st January, 1918. [1538

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., on THURSDAY, 21st February 1918, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, 11th February, to THURSDAY, 21st February, 1918, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary
Hongkong, 4th February, 1918. [1588

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 23rd day of February, 1918, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1917.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, 11th February, to SATURDAY, 23rd February, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.
N. J. STABB,
Chief Manager.
Hongkong, 5th February, 1918. [1589

NOTICE.

A. S. WATSON & CO., LTD.

ONE CERTIFICATE for One Hundred Shares Nos. 20241 to 20340 inclusive, in this Company, standing in the name of MR. HECTOR V. PRENTICE, has been LOST; and if at the expiration of one Month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.
Hongkong, 16th January 1918. [1530

HUMPHREYS ESTATE AND FINANCE CO. LTD.

SHAREHOLDERS ARE HEREBY NOTIFIED that the DIVIDEND on Account of the year 1917 of Fifty Cents (50 cents) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Vœux Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 9th February, 1918. [1611

DAIRY FARM NEWS.

POULTRY.

OUR HOUSE-FED
CAPONS
AND
CHICKENS
ARE THE BEST IN THE EAST.

Tender Eating, Delicate Flavour,
TRY THEM.

[1528

JUST RECEIVED
LOOSE LEAF
PHILATELIC
ALBUMS
(with Stops)
GRACA & CO.,
No. 14, WYNDHAM STREET,
HONGKONG.

1516

HOUSES TO LET

TO LET.

BUNGALOW at TAIPO To Let Furnished, for 6 months or longer; use of Motor Boat.

Apply—
ALEX. ROSS & Co.
[1632

TO LET.

NO. 64, PEAK, FURNISHED, from May 9th, for five months. Tennis Court.

Apply to—
C. E. H. BEAVIS,
9, Queen's Road.
[1610

TO LET—FURNISHED.

"CRAGSIDE," 149, Barker Road, Peak, for 6 months from 7th June next.

Apply—
A. H. SKELTON,
Care of LANE, CRAWFORD & Co.
[1546

TO LET.

FURNISHED HOUSE at Mount Davis, Pokfulam Road, for February, March and April. Rent moderate.

Apply—
H. R. GOLDSMITH,
P.W.D.
[1516

TO LET.

NO. 15, BURROW STREET, Wanchai ONE GODOWN.

"LEWKNOR" No. 126, THE PEAK, from 1st April, 1918.

Apply to—
LINSTEAD & DAVIS,
3rd Floor Alexandra Buildings.
[30

TO LET.

IMMEDIATE entry, Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—

THE MANAGER,
HONGKONG ICE CO., LTD.,
48, Connaught Road Central.
[900

TO LET

OFFICES in York Buildings

HOUSES on Shameen, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
[28

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings
[1628

WANTED.

TWO or THREE LARGE OFFICE ROOMS in Central Locality. First floor preferred.

Apply to—
TONG SENG & Co.,
19, Queen's Road Central.
[1539

NOTICE TO CONSIGNEES.

S.S. "CACIQUE"
FROM SAN FRANCISCO, JAPAN PORTS AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that their Cargo is being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before the Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on FRIDAY, 15th Feb., at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 16th Feb. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,
J. ORAM SHEPPARD,
Acting Agent.
Hongkong, 9th February, 1918. [88

FORTHCOMING EVENTS.

Monday, 18th Feb.:—
5.45 p.m.—Constitutional Reform Association of Hongkong, First Annual General Meeting at the City Hall.

Tuesday, 19th Feb.:—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Meeting of Shareholders.

Thursday, 21st Feb.:—
Noon—Hongkong and Kowloon Wharf and Godown Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

Saturday, 23rd Feb.:—
Noon—Hongkong and Shanghai Banking Corporation, Meeting of Shareholders at the City Hall.

INTIMATION

WATSON'S

E

THE PREMIER SCOTCH OF THE FAR EAST FOR 25 YEARS.



POPULARITY MAINTAINED BY ITS EXCELLENT QUALITY NOT BY EXPENSIVE WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,
HONGKONG.

[12

DEATH.

LESBIREL.—On the 13th February, ANN, widow of the late CHARLES LESBIREL. Aged 47.

[1629

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 15TH FEBRUARY, 1918

HOLLAND AND THE ENTENTE

Two recent telegrams indicate that the relations between Holland and the Allies, which have been rather strained for sometime past, are likely to be satisfactorily adjusted. An economic agreement is under negotiation whereby Dutch ships will transport supplies to Holland, while the remaining Dutch tonnage will be placed at the disposal of Great Britain and America for use outside the danger-zone. This, presumably, marks the settlement of a controversy which dates back to the beginning of the war, when the Netherlands Government refused to allow defensively armed merchant ships to use their ports on the plea that it was contrary to international law. In vain did Great Britain urge the difference between an auxiliary cruiser and a merchant vessel armed with a gun to defend itself against illegal submarine warfare. The Dutch declined, in any circumstances, to recede from the position they had taken up. Mr. BALFOUR argued that "all the principles laid down at The Hague presupposed the conduct of hostilities by the belligerents in accordance with the laws of war," and that "they cannot apply in their entirety in the presence of such circumstances as the ruthless destruction by enemy submarines of all merchant ships, whether neutral or belligerent, without warning"—a condition of affairs in which "the power to exercise the right of self-defence becomes a matter of cardinal importance." In their reply the Netherlands Government declined to pass judgment upon the measures taken by the belligerents to do harm to one another, and said they were not aware of any rule by which a neutral State could alter its neutrality regulations in favour of one belligerent because of the manner in which his opponent conducted war. They added that if the rights and interests of a neutral were injured by either party it was for that neutral alone to decide upon the course he should follow. In refusing to relax their rule the Dutch stood alone among neutral Governments, save for the doubtful exception of General CARRANZA'S Administration in Mexico, and undoubtedly played into the hands of Germany. It is not surprising, in the circumstances, that Mr. BALFOUR declined to continue the discussion and declared that there could be no ground of complaint "if we say that we can make no concessions to the Dutch Government unless they are prepared to show greater goodwill towards us." This threat, which was understood to refer to the provisioning of the Dutch nation, was received with concern, and has, no doubt, led to the arrangement now adumbrated.

The second telegram stated that the embargo on Dutch cables had been raised as the result of an undertaking on the part of the Netherlands Government to stop the transit of sand and gravel to Belgium and submit this question to arbitration. It will be remembered that the Allies protested that vast quantities of sand and gravel were being sent through Holland to Belgium by the Germans for military purposes. The Netherlands Government admitted that if this could be established they were guilty of an unneutral act. They were assured by Germany, however, that the material was being used only for the repair of roads and railways in the occupied territory, as required by the Hague Land War Regulations. That such an assurance should have been accepted without question in face of the wanton and systematic devastation and destruction wrought by Germany in the neighbouring country must occasion some surprise. In any case a little investigation would have revealed Germany's true designs. Before the war, the upkeep of the Belgian roads and railways required about 1,220,000 tons of sand and gravel annually, and more than four times this quantity could have been supplied from Belgian quarries. Yet from January 1st to August 15th last year the Germans imported into Belgium through Holland over three million tons, and in the second half of August the traffic was proceeding at the rate of five million tons per annum. In addition, large quantities were conveyed into Belgium over the German railways. There is trustworthy evidence by airmen and others to show that this material was used for the construction of concrete defences in the Passchendaele, Moorslede, and Westroozebeke positions; for the construction and repair of military roads; for building aerodromes and munition depots at Iseghem, which is a base and forwarding point of the greatest value behind the Ypres front; and for the erection of barracks and other military works at Roulers. Repeated protests having proved unavailing, Great Britain decided to withdraw commercial favours from Holland. This, apparently, has produced a less complacent frame of mind. A Dutch Commission will now make investigations into the matter, and, if they shou'd be refused facilities by Germany, Holland, it is suggested, will be relieved of any obligation to allow the transit of any further material. We do not suppose, however, that the prospect will greatly disturb Germany at this stage. She will be more likely to congratulate herself upon having been able to delude the Dutch long enough to accomplish her object.

Mr. G. A. Tisdall, manager of the Russo-Asiatische Bank, accompanied by his wife and family, left the Colony, yesterday, for British Columbia. He expects to be away for nine months.

We are requested by Sir William Rees Davies to state that the report, which we copied in our issue of yesterday from the *Times of Ceylon*, that he will succeed to the Chief Justiceship of Ceylon is entirely unauthorised. Sir William has long ago denied the authenticity of the reports which have from time to time appeared in the Ceylon newspapers.

The Hon. Treasurer of the Alice Memorial and Affiliated Schools acknowledges with thanks a donation of $20 to the funds of the hospital from Su Chi Jan.

Lt.-Col. J. Ward, M.P., has been appointed a joint trustee with Lord French and Lord Beresford of a new organisation called "The Comforts of the Great War," which was inaugurated at the Mansion House recently for the purpose of promoting the further well-being of "those gallant men by land and sea, have defended the cause of human liberty during the stress crisis in our history." The Lord Mayor said it was hoped to raise a fund of £1,000,000.

Last night, at about 8.30 o'clock residents of On Lam Street and the neighbourhood were startled by the blowing of police whistles and cries of "Stop thief." A crowd collected, and several Indian constables soon appeared on the scene. On inquiry it was ascertained that a thief had gained ingress to the first floor of a dwelling and was busy wrenching off the electric bulbs when he was surprised by an inmate of the house. The thief, who is a young man, tried to make his escape, but was arrested by Indian constables.

THE EARTHQUAKE SHOCK.

GIRL TRAMPLED TO DEATH BY PANIC-STRICKEN CROWD.

Two further seismic disturbances have been experienced in Hongkong since those of Wednesday afternoon. One occurred at ten minutes past eleven o'clock the same night, and the other between four and five yesterday morning. The first shock was mild, but sufficient to create a panic among the Chinese, who fled, scantily clad in some cases, from their houses into the streets. The audience at the Sun Theatre, as soon as they felt the vibration and heard the clatter of the zinc roofing, made a general rush for the several exits. In the confusion a Chinese lady lost a diamond ring valued at $800. When things quietened down the theatre-goers returned to their seats, and P—s. Blackman found the missing ring on the floor and restored it to the owner.

The second shock at about 4.30 a.m., though lasting only about fifteen seconds, was even worse than that experienced the previous afternoon. Fortunately, the majority of people were blissfully unconscious of it, but those who were awakened by the vibrations experienced a very unpleasant sensation and, in some cases, hurried out into the streets after hastily donning a few clothes.

As a result of Wednesday afternoon's tremor the walls of No. 21, Stanton Street, were cracked from top to bottom; also the walls of No. 17, Old Bailey; 25, Hollywood Road, and 15 and 17, Elgin Street. Considerable damage to several other buildings has also been reported to the police.

When the shocks were felt at Yaumati, on Wednesday afternoon, people were scared beyond control and rushed out into the streets. As a result a Chinese girl, aged twelve years, was knocked down in Reclamation Street and trampled by the crowd. She was promptly removed by the police to the Government Civil Hospital, but succumbed a few hours later.

It may be mentioned, in passing, that Wednesday was regarded as an unlucky day by Chinese astrologers. A story was current in the city that the dragon had paid a visit to Hongkong and engaged in battle with another spirit of the air. In the fray both were injured, and that was why the earthquake occurred. Some went so far as to declare that hairs of the dragon had been picked up all over the city.

A severe shock was experienced in Macao at about 2.15 on Wednesday afternoon. It lasted for about half-a-minute. There was another shock, accompanied by a loud report, in the evening, followed ten minutes later by a third, evidently some distance away.

A telegram was received, yesterday, from Swatow stating that there had been a serious earthquake at that port.

PORTUGAL AND THE ALLIES.

The Portuguese Legation in London has issued the following statement:—

"The Portuguese Government, under the presidency of Senhor Sidonio Paes, to whom the Revolutionary Committee has transferred all powers, solemnly declare that they will honour all engagements taken in the name of the Portuguese nation, and maintain with full energy their attitude towards the war on the side of the Allies."

THE WAR.

AIR-RAIDS ON GERMANY.

THIRTY-ONE ATTACKS IN JANUARY.

AMSTERDAM, February 12th.

A Berlin official report states:—The enemy carried out 31 air attacks on Germany during January, 15 of which were on industrial districts, 14 on open towns, including Ludwigshaven and Freiburg, 2 on Treves, and 2 on Friedichshaven, Rastadt, Offenburg, Mannheim, Karlsruhe and Heidelburg.

The number of attacks considerably exceeded that of December, but the results were smaller.

Five were killed and nine wounded.

The enemy lost four aeroplanes.

VERSAILLES DISCUSSIONS.

MORE LIGHT DEMANDED.

LONDON, February 12th.

Great interest is taken in the resumption of Parliament, in view of the important questions, like the Irish Settlement, meat rationing, combing out the Engineers, the State liquor purchase, and, especially, the decisions of the Versailles Council.

The *Times* urges the Government to grant a public debate on the Versailles Conference in view of the recent inspired public discussions on the strategical plans, and to deal with the leakage of military information without hesitation.

The *Daily News* says a vague and disquieting situation has been created by the Versailles Conference and Parliament will incur serious responsibility if they do not insist on light. The paper adds:—There are rumours that opposition to the Higher Command will be revived, and that Major-General Sir W. R. Robertson's position is involved.

The *Daily Mail* says:—Mr. Lloyd George is to-day prepared to meet very promptly any criticisms on the Versailles decisions.

RUSSIA'S PEACE.

BRITISH PRESS COMMENTS.

LONDON, February 12th.

Commenting on the Russian peace, the *Daily Telegraph* says:—Germany's position is strange, as she remains in occupation of Russian territory without International sanction. She is unable to effectively reply to the question posed by the Russians: "What are you going to do?" while Field-Marshal Sir Douglas Haig is of a confirmed opinion that the freeing of the enemy's hands in the East does not threaten the Western Allies with defeat by mere weight of numbers.

The *Times* says:—The importance of the failure of the Bolshevik diplomacy is political and not military. They have given a wholesome lesson to idealists hankering after peace by negotiation.

The *Daily Mail* says:—The Germans apparently imagine that the other Allies may be driven to accept such a deplorable condition. There could not be a more fantastic delusion.

The *Daily Express* says:—The Bolsheviks have opened wide the door into a broken empire where rioting and anarchy continue. Germany can only enter in fear and trembling. President Wilson has brought the world back to realities by making it clear that the Allies must fight to the bitter end.

The *Daily Chronicle* says:—If war does not end in the Hohenzollern acquisition of a great and tyrant empire in the East, it will not be the Petrograd Revolutionaries but the organised Democracies of Great Britain, France, Italy and the United States that will avert such a disaster.

REPATRIATION OF UNFIT WAR-PRISONERS.

AMSTERDAM, February 12th.

A Berlin message states:—The Russo-German Delegates at Petrograd have signed an agreement whereby unfit war prisoners are to be repatriated as soon as possible.

Similar agreements have been signed on behalf of Austria-Hungary, Bulgaria and Turkey.

GERMANY'S HOPE OF AN INDEMNITY.

WAR EXPENDITURE INCREASING APPALLINGLY.

AMSTERDAM, February 12th.

The *Vorwaerts* reports a debate in the Bavarian Upper Chamber, showing that Germany has not given up the hope of an indemnity.

The Finance Minister admitted that the Bavarian expenditure, which was growing appallingly, would soon be at the rate of fourteen milliard marks annually. This would mean more war and general taxation.

The Minister concluded that it was self-evident that Germany must have an indemnity from the enemy.

He admitted, however, that this depended on military and political developments.

MEMBERS OF IMPERIAL ESCORT.

VISIT TO BUCKINGHAM PALACE.

LONDON, February 12th.

After the opening of Parliament, the members of the Imperial Escort, on the invitation of their Majesties, visited Buckingham Palace, where they were presented to their Majesties, who shook hands with each of them, chatted with them and thanked them for their services.

THE SILVER MARKET.

LONDON, February 13th.

The silver market is quiet.

BIG HAUL OF OPIUM.

THREE OLD WOMEN CAUGHT WHEN ENTERING A TRAIN.

At the Hongkong Magistracy, yesterday, three old Chinese women were charged with being in unlawful possession of 102 taels of prepared opium.

Inspector Gordon said the defendants had passed the examination stand at the Kowloon Railway Station and were entering the train when Mr. Craig followed and brought them back. They were researched by a female searcher, and the opium was found concealed in lots of forty, thirty-two, and thirty, underneath specially made waistcoats, which the defendants were wearing.

Defendants said a man engaged them to carry the opium, promising to pay them twenty cents each. They were very poor and eagerly accepted the offer.

Mr. J. R. Wood sentenced defendants to six months' hard labour each, and confiscated the opium.

A BIG FIRE.

DAMAGE ESTIMATED AT $50,000.

A big fire occurred, shortly after 11 o'clock on Wednesday night, at No. 3, Burd Street—premises occupied by the China Trading and Kwang Hing Aniseed and Piece Goods Company. The Fire Brigade got the fire under control in about an hour. The whole building was gutted, and its contents were extensively damaged by fire and water. The damage is estimated at $50,000. The property is insured with the Shanghai Fire and Marine Insurance Company. The origin of the outbreak is not known.

THE DETERMINATION OF FRANCE.

Mr. Henry D. Davray, joint hon. secretary of the Anglo-French Society, in an address to members of the society on "The Prejudices and Misconceptions on France and the French," said that, far from being a decadent nation, France during the last forty years had recovered from the terrible blow of the Franco-Prussian War. She had developed enormously her art, commerce, industry, and finance. She had improved the standard of life of all classes. She had established a great colonial empire, and she achieved all this in spite of the enormous sacrifices that the German menace imposed upon her. France had shown what she could do in stopping the onrush of the invader at the Marne and, since then, resisting his most ferocious attacks. Although greatly reduced in strength and resources, she had recovered and now had been able to deal terrible blows to the enemy. It was no miracle. It was not a new France created suddenly as by a magic wand. It was the France of old time. It was Republican France rising to defend her independence, freedom and liberty. At the same time the men who answered the call to arms knew that in fighting for their liberty they were fighting for the liberty of all nations and for the triumph of civilisation. This determination had in no way been diminished although France had had to bear the greatest part of material sacrifice in this war. In the fourth year of the war France was resolute as ever to fight until complete victory.

A BANK OF INDUSTRY.

BRITISH EMPIRE PRODUCERS' PROPOSALS.

A report has been issued by the Committee on Banking of the British Empire Producers' Organization recommending a new scheme for a State-guaranteed bank for the financing of industry.

The general object is to afford readier financial support on sound principles throughout the United Kingdom and the Oversea Dominions and Colonies for producers and manufacturers, and among other results it is intended that there shall thus be in any event no opening for German financial intrigue in obtaining control of any group of industry. It is claimed for the scheme that on the one hand it involves no departure from methods which have been successfully demonstrated on a national scale, and on the other hand it conflicts in no way with the ordinary business of joint stock banks, but is, on the contrary, calculated to increase their turnover.

The available capital would be provided in the shape of debentures and deposits with State guarantee. Further capital would be accumulated by the funding of profits, as apart from a small bonus to debenture-holders and depositors all surplus will remain in the bank. Provision is made for government by boards of trustees, on which both employers and employed would be represented.

It is proposed under this scheme that there should be a guarantee capital of 50 millions sterling, to be enlarged as demand shall arise, and that the guarantors should be:—The United Kingdom, £25,000,000; the Dominion of Canada, £6,000,000; the Commonwealth of Australia, £6,000,000; the Dominion of New Zealand, £2,000,000; the Union of South Africa, £2,000,000; Newfoundland £1,000,000; Straits Settlemenes and Malaya, Ceylon, British Guiana, Mauritius, West Indies, Rhodesia, Falkland Islands, Fiji, and other British Possessions, £8,000,000.

CANADIAN REGIMENTS' COLOURS.

DANGER OF PEACE PROPOSALS.

Receiving the regimental colours of a Winnipeg Battalion for deposit in the Central Hall, Westminster, Sir R. Perks said the ceremony was not only unique in the history of Methodists, who formed the largest Protestant Church among English-speaking nations, but it was unique in the history of London Nonconformity. The last time the colours of any regiment— and they were British regiments in those days—were laid in Nonconformist churches in the City of London was at the time of the Commonwealth. Then Cromwell and his foremost lieutenants lodged in the churches the colours they had carried to victory at Dunbar, Naseby, and Edgehill, and alongside them were placed the colours of many of the Royalist regiments. The Methodist Church was proud of the Canadian men fighting in Flanders, and it was noteworthy that nearly every man in that battalion was a tectotaler. There were three forces to be combated most earnestly, not only in Great Britain, but in the countries of the Allies. One was the persistent and unscrupulous force of the Vatican, and we should beware of proposals of peace emanating from that tainted source. Another was the fomentation of social disorder and the stirring up of industrial strife, and the people who did so were frequently subsidised by Germany. Then there were the people who in the trains, offices, and streets began to talk of peace proposals. This was not the time to talk of peace, which would come only when we had attained victory. (Cheers.)

OUR GREAT BOMBING PLANE.

MACHINE THAT CARRIES OVER A TON OF BOMBS.

The great Handley-Page biplane which in July flew in eight stages from England to Constantinople and bombed the *Goeben*, carried five men, and although she bore as well their baggage and bedding, spare parts and oil, bombs and machine-guns, and spare propellers, she carried them easily. It could, says an expert, have crossed the Atlantic in 20 hours.

The great Rolls-Royal engines never faltered. They brought the airmen to Salonica, and thence to a base "somewhere nearer Turkey." Then the great adventure began. The baggage and bedding and spare parts were left behind. The pilot and passenger (Squadron-Commander R. S. Savory and Flight-Lieut. H. MacClelland) sat in front and the engineer (Engineer-Lieut. T. Rawlings) was free to walk his narrow cabin and watch above and below from the machine-gun platforms.

They flew 250 miles in about three hours, and then beneath the spreading wings saw the lights of Constantinople and all the vessels, including the *Goeben*, a blaze of light. Down they came and tossed a salvo of bombs at the battle-cruiser. They circled and dropped another salvo and then made along the Bosphorus, where they sought out the German Headquarters ship and bombed her. Amid a hail of Turkish shells they found the Turkish War Office. According to a Turkish *communiqué* at the time this was "not destroyed," "but," said one of our airmen, "the bombs weighed 112lb. and we were there for half an hour."

A *Daily Express* representative was told by an aeroplane builder that a British aeroplane carrying a pilot, 6 passengers, and 700lb. of luggage has flown from Hendon to Paris in two hours, and that we have machines to carry 8,000lbs. of bombs (nearly a ton and a half).

"Then why do we not bomb Berlin?"

"That is quite possible, said the constructor, "but it is not my department—but something big may happen soon."

BRITONS IN ITALY.

TRANSPORT DIFFICULTIES.

SOME "PERICULOUS" ADVENTURES.

(FROM H. WARNER ALLEN.)

BRITISH FRONT IN ITALY, Dec. 16th.

Seen from home the British front in Italy may seem calm and stationary. In truth there is no stagnation, but the very reverse. So far there has been no severe fighting, but the activity of our preparations has never ceased, and each day sees the power of our military machine materially increased. Stores and ammunition are being collected and carried forward, while guns and men are quietly moving into the strategic positions chosen for them by the High Command.

Yesterday I accompanied an English battalion on its march through a portion of the back areas towards the fighting line. "Wherever they send us," said the men, "there is sure to be hard fighting." They were rightly proud of their battalion's record, and considered that it had earned the title of a fighting battalion.

The Commanding Officer is very young. Keen-eyed, clear-headed, and prematurely wise, he metes but paternal justice to his men, ever mindful of the spirit of the regulations. There were little things that seemed eloquent even to the stranger of the spirit of his command. The battalion possessed a shibboleth. Officers and men alike used commonly the very excellent word "Periculous," derived presumably from the Italian *Pericoloso*, meaning "dangerous." A sergeant explained to me its origin and purport. "It is the C.O.'s very own concoction, I believe," he said. "He was out with another officer in Flanders when a big shell burst close to him. 'I call this very periculous,' he said, all on the spur of the moment. Not that he minded at all, for he is always very cool, but he had hit on a good word, and we all thought it was a good word, and now we all use it."

OUR LORRY DRIVERS.

The lorry drivers had the worst time of it. The roads were so dangerous that they were bound to be behind time. A three-ton lorry when it begins to sideslip on a slippery road is an awe-inspiring monster. As soon as it gets out of control it plunges broadside on in the most unexpected directions, sweeping everything before it. Victor Hugo wrote a very famous account of a gun broken loose on board ship during a storm, and everything that he said about that gun might be said with equal justice about a lorry that, as a result of bad surface, turned itself into a more terrible version of the car of Juggernaut. The trainer of lions, tigers, and elephants has scarcely a more arduous occupation than that of the lorry driver in bad circumstances. But with it all, even when it seems most impossible, the British driver remains the master of his machine.

The North Italian roads are magnificent, but terribly dangerous when they are slippery, as there runs beside them almost invariably a very deep and broad ditch. The road, as a rule, is above the surrounding country, and so escapes inundation, and the car that leaves the road has several feet to fall. Yet, with these difficulties, all the lorries reached their destination without a single casualty and very little behind their time. I had gone forward with the billeting officer and his interpreter, and, what with taking wrong turns and getting stuck in a field which the snow *camouflage* had disguised as a road, we took an hour and a half to cover twenty miles. The billeting officer received a rude shock on his arrival. He learnt from an Italian officer that the famous billets were some way further on, so far that he was advised to take a carriage rather than go there on foot.—*Morning Post.*

JAPAN'S SHIPBUILDING EXPANSION.

Mr. James Blair, sub-manager of the Nippon Yusen Kaisha in London, read a paper on Japanese shipping before the members and friends of the Japan Society at their rooms in Hanover-square on December 20th. The paper dealt with foreign trade, commencing in 1896, up to 1916, with slight reference to events in 1917. Reference was made to the control of Japanese merchant vessels by the Teishinsho (Department of Communications), a department equivalent to the British Board of Trade and Lloyd's Register combined. In 1917, up to August, 111 ships of a total of 554,580 tons, had been granted Government permission to be constructed, and by September 35 ships, aggregating 154,727 tons gross, had been launched. Prior to 1916 many vessels were purchased abroad. In 1916 20 vessels, of a total of 74,300 tons, were sold to foreigners. The expansion of the Mercantile Fleet since 1896 has been rapid. In 1896 Japan possessed 373 vessels of over 100 tons gross, aggregating 334,592 tons; in 1916 1,151 vessels aggregating 1,847,453 tons—an increase of 550 per cent. in twenty years. Exports and imports combined during the same period increased 650 per cent. Referring to Japanese shipowners, Mr. Blair stated that at the end of 1916 there were 28 steamship companies, the fleets totalling 980,000 tons gross, and the dividends paid in 1916 averaged 26.1 per cent. while "private shipowning represented about 370,000 tons gross. In conclusion, the lecturer stated that Japan to-day ranked third in shipbuilding and fifth in tonnage, and that there was still ample scope for progress. Other countries could not expect to retain for ever the advantages they possessed. There must gradually be a levelling of the old with the new. As Japan's influence and trade expanded more important and more numerous international questions would arise, demanding the serious consideration of her statesmen, the tactful handling of her diplomatists, and the patience of her people.

"MY HUSBAND'S ON LEAVE."

A CITY DRAMA.

[BY TWELLS BEEX.]

SCENE: Manager's office of big City firm.

CHARACTERS: Manager. Assistant Manager. Manager's Lady Secretary. Assistant Manager's Lady Secretary. Lady clerks, typists, messengers and lift girls.

Manager discovered opening letters with Assistant Manager. Manager's Lady Secretary taking shorthand notes from dictation.

Manager (*to Assistant Manager*): "What a pile of letters! We've a thick day before us. What's your staff? No gaps; no illness or other absence?"

Assistant Manager: "Well, we are a bit short-handed. We've four or five girls away."

M.: "Influenza already?"

A.M.: "No. Husbands home on short leave. Girl gets telegram in the office; starts crying and laughing; all the other girls crowd round her, they also laugh and cry ——."

M. (*interrupting*): "Sounds like a wedding. (*Grimly.*) Any confetti?"

A.M.: "Then girl with telegram brings it to me, saying: 'Oh, Mr. Overage, my husband's come home on short leave. Please let me off for a few days.' What can one do? One can't refuse."

M.: "Well, I'm not hard-hearted, but business is business. We've got to carry on. Put up this notice in the hall, Mr. Overage (*dictates notice to Lady Secretary*): 'The management regretfully intimate that, owing to shortage of staff, no further holidays can be given to wives of officers or men coming home on leave.'"

(Exit Assistant Manager with typed notice. Manager resumes dictating. Ten minutes afterwards girl messenger enters and hands telegram to Lady Secretary, who reads it, gasps, flushes, smiles radiantly, and breaks into tears.)

Lady Secretary (*excitedly*): "My husband's on leave. He's waiting for me at Victoria!"

Manager: "Well I'm ——. Er, I congratulate you. How long has he been 'out'?"

L.S. (*weeping again*): "Sixteen months."

M.: "I'm glad you've got him back. But—er—really—er this meeting at Victoria. I simply must get through this work, and I can't do without you. What about sending one of the girl messengers to tell him to amuse himself in town and to meet you at home this evening? Supposing I let you off at four?"

(Lady Secretary bursts into tears. Manager, vastly embarrassed, pats Lady Secretary on back.)

M.: "There! there! I understand. Well, let's see what we can do. (*Aside.*) Dash it."

(Assistant Manager enters room, Manager still patting Secretary. A.M. begins to retire hurriedly.)

M.: "Hi! Mr. Overage—Stop! Here's a wire for Mrs. ——. Her husband's home on leave and wants her to meet him at Victoria. What's to be done? I *must* get through these letters." (*Lady Secretary breaks down again.*)

M.: "There! there! It's all right. Mr. Overage will lend me his secretary. Now you run off to your husband (*Manager wipes his eyes furtively*), and give him my compliments, and I hope he will enjoy his leave—and—er—God bless him. Where would we be without him? Now you be off, Mrs. ——. I won't expect you till to-morrow."

(Lady Secretary, who has risen to go, looks at telegram again.)

L.S.: "He only g-g-got a f-few days."

M. (*anxiously*): "Well?"

L.S.: "Oh, *please* give me leave of absence while he's at home. Just this once."

M. (*after raising his eyes to the ceiling*): "All right. But don't tell any of the staff, for goodness' sake. Good-bye. *Now*, Mr. Overage, please send me Mrs. —— at once. The morning's going."

(Assistant Manager's Lady Secretary enters; Manager resumes dictating. In ten minutes lift girl, blushing like a juvenile bridesmaid, opens door of Manager's office and ushers in smiling, ruddy, muddy soldier, with his "tin helmet" on his back and his uniform still splashed with Flanders mud.)

Manager (*rising in chair*): "What the ——."

Lift Girl: "This gentleman wants to see Mrs. ——, sir. He *would* come up with me—said he couldn't wait."

Soldier: "Mag! Lass! Lass!"

Lady Secretary: "Jack! Jack! My Jack!"

(They jump into each other's arms. Manager sinks down in his chair.)

Soldier: "Come along. I'm home on leave, Mag!"

M. (*recovering himself*): "Excuse me, sir. This is an office—my office; this lady is a secretary, my secretary."

Soldier: "Are you aware, sir, that she's *my* wife—and I haven't seen her for a year! How long, sir, since you've seen *your* wife!"

M. (*flabbergasted*): "Er—this morning."

S.: "But, excuse us, sir. We're interrupting your business. We'll go off, and I apologise—but when a man hasn't seen his ——"

M. (*despairingly*): "You're not taking her from me, are you!"

S. (*puzzled*): "Taking her—from *you*? Of course I am."

M.: "I simply can't do without her."

S. (*more puzzled*): "Aye—and still less can I."

(Lady Secretary recovers, and explains office shortage of staff to her husband.)

S. (*kindly*): "Well, I tell you what I'll do. I'll go and get a hair cut and a wash up and brush down. And I'll look up a few friends, and then I'll come back for her at lunch-time—and you've got to give her up for a week."

M. (*staggered*): "A week!"

S.: "Yes, a week. I'm sorry. I don't want to be hard on you. But do you want to be hard on me?"

M. (*confusedly*): "Er—really ——."

S. (*slowly*): "Twelve months—in the front line—in the rain—in the blaze—in the mud—under the shells—in the ——."

M. (*hurriedly*): "No. No. Of course, I understand. God bless you, my dear fellow. Forgive me. Come back at one o'clock and take your wife home."

(*Continued at foot of next Column.*)

WHICH REALLY IS THE BETTER?

A French aeroplane of the fighting scout type, landed gracefully on an English aerodrome several miles behind the firing line. It "taxied" up to the sheds, and waited until an officer approached. The pilot, removing his flying helmet and goggles, showed a fine head of black curly hair, and flashing eager eyes.

"Bon jour, Monsieur," he said. "Have you any—what does one say—sparking plugs?"

"Oh, yes," said the Englishman, examining the French machine. "But what a jolly little machine! What can you get out of her."

The other, with quick intuition, understood. "A leetle—well enough to beat ze Hun!"

They laughed. "Yes, I should just say so!" said the Englishman.

Indeed the machine looked as if it was as fast as a meteor. Every turnbuckle wire and truss was carefully steamlined to offer the least wind resistance. The engine was colossal in that small machine.

For the moment sparking plugs were forgotten as they ran over the merits of the aeroplane. Despite the difficulty of speech they understood each other at once. For the airman's instinct was strong in both.

AN INVITATION.

"I go," the Frenchman said with a delightful accent, "To meet the Huns. Will you accompany me?"

"I don't mind if I do!" said the other nonchalantly, though inwardly he was longing to try his favourite machine against this strange type.

"Good. You give me two sparking plugs, and five minutes and I am then ready," said the Frenchman.

The doors of one of the hangars were swung open, and a pale blue aeroplane, of no greater dimensions than the stranger, was wheeled out.

"But that is what I call a machine of the most excellent," said the Frenchman generously.

"Oh, it's not so bad!" said the other.

In reality he thought it the best machine ever made; but he was not going to say so, because, of course, there was a risk that he might be beaten by this new type. One never knows.

True to his word, in five minutes the Frenchman was ready—and the two machines left the ground almost simultaneously.

"Now we're off," said the Englishman to himself, as he saw the other a shade in front of him.

Up they climbed at an almost incredible angle, and turned to cross the lines. They were out to find the Hun. Nor had they far to go, for as the lines came in sight, they saw far down below them, six German aeroplanes, huge lumbering machines which were just crossing them on some raiding expedition.

"What cheek!" said the Englishman indignantly.

"C'est la guerre," said the Frenchman softly, as he fingered his machine-gun.

WHAT A FIGHT.

Both held to their course. The Huns could not avoid them. They met at twice the speed of an express train, swerved sharply to avoid collision, and fought.

What a fight! No hiding in dug-out—no long waiting for signs of movement. Like a thunderbolt, each machine made for its opponent, with the deep-toned roar of the engines and the rattle of the machine-guns, turning, diving, manœuvring to get into a more favourable position. This was not the work for which the Hun bombing machines were fitted. They were too slow and hampered by their bombs.

An armour piercing bullet hit one of their bombs—a loud explosion—a cloud of smoke as from a bursting shell, and as it cleared away, a few charred sticks were seen falling to the earth.

"Mine, I think," the Englishman said to himself enthusiastically.

"C'est la guerre," repeated the Frenchman as he saw it.

So the two fought on, but in spite of their superiority of machines the odds were against them. So soon as they obtained a favourable position, some Hun would creep up behind them and open fire. Already their machines were the worse for the fight; wires and spars had been shot away. But the Huns had had enough. In spite of the odds they felt their helplessness at the famous onslaught of these two swift machines. Back they turned and dived under cover of their anti-aircraft guns whose shells began at once to blotch the skies.

The victorious two turned home. They landed, but the Frenchman did not move.

"By Jove. He's unconscious," said the Englishman, and ran to him. A wound in his leg had reddened his machines, and he had fainted from loss of blood. It was sheer will power that had saved him and his machine.

"I wonder which really is the better machine!" said the Englishman, as he helped to carry his newly-made friend to a stretcher.

S. (*eagerly*): "For a week!"

M. (*sighing*): "Yes, a week."

* * * * * *

One o'clock. The husband returns, ruddier and more smiling than ever, with the "tin helmet" jauntily perched on his back and all the mud scraped off. All the office has heard of the romance. The happy couple depart through a laughing, cooeeing, moist-eyed avenue of lady clerks, typists, messengers and lift girls in the corridor. The Manager and Assistant Manager escort the happy couple into the corridor and send them off with their (moist-eyed) blessing. Manager and Assistant Manager return to Manager's office.

Manager (*groaning*): "What fools we've been! This *isn't* an office. Overage, it's St. George's, Hanover-square!"

Assistant Manager (*likewise groaning*): "What about that notice in the hall about staff holidays and husbands' leave!"

M.: "Oh, take the —— thing down!"—*Daily Mail.*

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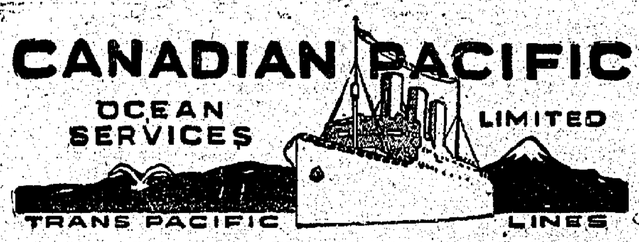
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A WORKING MAN AT THE RITZ

SOMETHING TO EAT AFTERWARDS.

[BY A CORRESPONDENT TO "THE DAILY MAIL."]

I took a working man to lunch at the Ritz Hotel yesterday to hear his criticisms of fashionable restaurant food consumption, inviting "Bill," to whom I owe obligations for work done efficiently. He met me in his working clothes and we went in a taxi to the Ritz.

We were early, and the big room was as yet sparsely filled. "All the better," said Bill complacently; "first-comers get the best cuts." My guest's complacency diminished when I translated the menu. "No steaks?" Bill asked anxiously. "Yes, sir—if you like to wait," replied the waiter, looking at Bill; "but they are very small."

"Then don't let us talk about them," said Bill, and he allowed me to order the lunch. I selected the most solid food the Ritz offered:

Hors-d'œuvre.
Turbot.
Fricassé de Volaille.
Pommes sauté. Petits Pois
Pouding de Ris.

The rice pudding was for Bill. A poor "stayer," I ordered a meringue Chantilly for myself.

NOT MUCH "STAY."

Conversation flagged during the hors-d'œuvre and the fish course. Something was on Bill's mind. He admired the room, liked the festooned candelabra, remarked that our fellow-lunchers were "real toffs," not the sort he had seen going into certain other famous restaurants "covered in furs and gimcracks," and he said that our waiter was "a good chap, knowing his business, and no swank." His only other remark was that the ladies struck him as being rather thin, and that he wished he had a portrait of his own wife to show me.

Then I noticed that my guest was not taking butter with his bread.

Bill opened out. "No, thanks," he said (he was finishing his turbot and turning over the piece of bone, as one who may have missed something). "It goes down quite quickly enough without greasing the slips." Bill was once in a shipyard.

"But excellent turbot?" said I.

"Not so dusty," said Bill, and then he opened more. "But not much 'stay' in what we've had so far."

The chicken met with approval, "quite a good snack." But the Ritz bread ration was flatly described as "a tragedy."

MEALS OF THE PAST.

My meringue moved Bill to real merriment. "First time," he said, "that I've seen a man eat a bubble." Over the coffee and cigars (which he pronounced "first class, these, anyway") Bill talked to me about meals; past and present meals. He recalled one idyllic day's trip "with a pal in my works" in the *Royal Sovereign* to South-end, and gave me the day's menu. "Breakfast: porridge, fish, ham and eggs, steak, bread, butter, toast, marmalade, and coffee. Then up on the deck to take the breezes. A snack at 11. Then lunch: salmon and cucumber, cold beef, chicken, salad, apple tart, and cheese; and a lobster tea in the afternoon. Then home to supper." He dwelt upon a day when he and the same "pal" left work and shared three dozen "Bengal oysters" (eggs broken into cups and served with vinegar). The Ritz's ration of three microscopic fragments of sugar, served to each guest in a closed envelope, tickled Bill so that he took his envelope home to show his wife.

"But don't you consider this a good lunch?" I asked nervously.

Bill hesitated; he was my guest. "Well—yes," he said, "as far as *quality* goes, no one could complain." Candour overcame him: "But it wouldn't do for *me*. I'd collapse on it. I couldn't do my work." He then looked round the room and again called my attention to the slenderness of the ladies present. "And they are all rolling in money, I suppose," he ruminated. "Well, what is wealth, when you put the plain question to yourself? The only wealth is what a man can put inside himself."

SOMETHING TO EAT.

"What is your own usual lunch?" I asked.

"It's waiting for me at the works now," he answered. "I told them to keep it warm. A thundering big steak, a pound and a half of potatoes, college pudding, bread, and a pint of beer."

The Ritz bill was £1 16s.—6s. each for the luncheon and the balance for the wine, cigars, and coffee. My guest said that if I would be his guest one day he would take me somewhere where for less than a quarter the amount he could give me a meal that would deprive me of the power of movement.

Bill accompanied me to my office door. "Well, good bye," he said; "thanks for the pleasant meeting. This walk's given me an appetite. Now I'll go and get something to eat."

Curiosity led me round to Bill's workshop 20 minutes later. I found him busy with the "thundering beef steak."

CHAPOTEAUT'S MORRHUOL



Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

CUTLER PALMER & CO.'S.

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.



NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

$32 per case.

SOLE AGENTS IN HONGKONG, AND SOUTH CHINA.

LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.

[33

"VITTEL"

GRANDE SOURCE

Natural Mineral Water.

Nature's Uric Acid Solvent



Specially recommended for

STOMACH, KIDNEYS, LIVER and GOUT.

Obtainable at all Chemists and Stores.

Sole Agents for South China:

FLOQUET & KNOTH, Hongkong.

[1484

"ASAHI BEER."



SOLE AGENTS.

MITSU BUSSAN KAISHA

TEL. No. 250 or 155.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

17

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
General Agents.

or to Reiss & Co., Canton.

53

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SHANGHAI	"SINKIANG"	On 15th Feb., D'light.
SHANGHAI	"SHUNTIEN"	On 16th Feb., 3 P.M.
SHANGHAI	"SUNNING"	On 19th Feb., 3 P.M.
SHANGHAI	"SHANTUNG"	On 21st Feb., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amidships Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN"	Capt. A. E. Hodgins	FRIDAY,	15th Feb., at Noon.
"HAIHONG"	Capt. J. W. Evans	TUESDAY,	19th Feb., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified Surgeon.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.,
Agents.

24

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1917	Due at London 1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transhipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong, about	Leave S'pore about	Due at M'seilles, if calling about	Due London about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR.
Superintendent.

22

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C., & SEATTLE via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	§ FUSHIMI MARU Capt. Irisawa	21,000	WED'DAY, Mar., at 10 A.M.	13th
SYDNEY and MELBOURNE, VIA MANILA ZAMBOANGA THURSDAY ISLAND TOWNSVILLE AND BRISBANE. CALCUTTA VIA SINGAPORE PENANG and RANGOON. BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.				
NAGASAKI KOBE and YOKOHAMA	§ TANGO MARU Capt. Akamatsu	13,500	SATURDAY, Feb., at 11 A.M.	16th
SHANGHAI, KOBE and YOKOHAMA.	§ IYO MARU Capt. Takasu	12,500	WED'DAY, Feb., 11 A.M.	20th
	§ KITANO MARU Capt. Cope	16,000	THURSDAY, Mar., at 11 A.M.	7th
KOBE	TAISHO MARU Capt. Ogawa	8,000	SATURDAY Feb.	16th
	YETOROFU MARU Capt. Kitamura	8,000	SATURDAY Feb.	23rd

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON

§ Wireless Telegraphy.

For Further Information, apply to—

TELEPHONE Nos. 252 and 253

NIPPON YUSEN KAISHA,
R. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong	
PERSIA MARU	9,496	FRI.,	22nd Feb.
KOREA MARU	18,000	SAT.,	9th Mar.
SIBERIA MARU	18,000	FRI.,	22nd Mar.
TENYO MARU	22,000	TUES.,	9th Apr.
NIPPON MARU	11,000	TUES.	16th Apr.
SHINYO MARU	22,000	SAT.,	27th Apr.

The s.s. "Nippon Maru" and s.s "Persia Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE,
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500	Tons
KIYO MARU	17,200	"
SEIYO MARU	14,000	"

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAIGO, AGENT,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
Queen's Building.

TELEPHONE 760.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line.

(TRANS PACIFIC).

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA;

"MEXICO MARU"	MONDAY,	4th Mar., at 3 P.M.	
"AFRICA MARU"	THURSDAY,	14th Mar., at 3 P.M.	

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintains cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy

"KAIJO MARU"	MONDAY,	18th Feb., at 10 A.M.
"JOSHIN MARU"	TUESDAY,	19th Feb., at 9 A.M.
"AMAKUSA MARU"	SUNDAY,	24th Feb., at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.
For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos 744 and 745.

49

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

APRIL 10, 1918.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. BITTER, Freight and Passenger Agents.
Prince's Buildings, Ice House Street.

POST OFFICE NOTICE.

LOCAL AND REGULAR MAILS OUTWARD

For	On Week-Days	On Sundays & Holidays
Tai O	11.00 A.M.	—
Tai Po	10.00 A.M.	9.30 A.M.
Cheung Chow	7.30 A.M. 2.30 P.M. 4.00 P.M.	—
Shataukok, Shatin and Sheungshui Aberdeen, Antau Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Samshui and Wuchow	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M
Macao	7.15 A.M. 1.30 P.M.	9.00 A.M.
Kongmoon	6.00 P.M. Except Saturdays	5.00 P.M.
Namtau and Sanmei	5.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Shenmowan Western Branch P.O.

For	On Week-Days	On Sundays	On Holidays
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays	6.00 P.M.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

SHARE LIST.—QUOTATIONS.

HONGKONG, 14TH FEBRUARY, 1918

Stocks.	Paid up Value.	Official Quotation 10.30 A.M.	Closing Quotation.	Last Dividend.
BANKS.—				
Hongkong and Shanghai	$125	$630		£2 3/- int. a/c 1917
INSURANCES.—				
Canton	$50	$305, buyers		$25 for 1915
China Fires	$20	$122, buy.		$9 for 1915
Hongkong Fires	$50	$310, buyers		$37 for 1915
North Chinas	£5	T. 115, buy.		30% for 1916
Unions	$100	$770, buyers		$60 for 1915
Yangtszes	$80	$205		$21 for 1915
SHIPPING—				
Douglas S.S. Co.	$50	$77		$10 for year ending 30'6'17
Canton Steamboats	$15	$15½, buyers		$1.25 for 1916
Indo-China Pref.	£5	$33½, buyers		5/- for 1916
Do. Def.	£5	$168, buyers		30/- for 1916
Star Ferry Co.	$10	$28½		$2.10 for year ending 30'4'17
REFINERIES.—				
China Sugars	$100	$85½, sellers		$12 for 1916
Malabon Sugars	P30	$34, sellers		5 Pe. for 1916
DOCKS, WHARVES AND GODOWNS.—				
Kowloon Wharf Co.	$50	$95, buyers		$4 and bonus of $2 for 1916
H. and W. Dock Co.	$50	$130, buy.		$2½ int. account 1917
Shanghai Docks	Tls.100	T. 80½		Tls. 9 for year ending 30'4'17
LANDS, HOTELS AND BUILDINGS.—				
Central Estates	$100	$80, buyers		$7 for 1917
Hongkong Hotels	$50	$90, buyers		$3 for ½ year
Hongkong Lands	$100	$86½		$3½ making $7 for 1917
Hongkong Land Reclamation	$75	$110 [buy.		$5.25 for 1917
Humphreys Estates	$10	$5.60, x. div.		50 cents for 1917
Kowloon Lands	$30	$27½, x. div.		$2½ for 1917
West Points	$50	$78		$3 making $6 for 1917
OILS.—				
Langka	G10	Ts. 14		T. 1 for year ending 31'10'16
Shells	£1	112/-		2/- int. account 1917
Ural Caspians	£1	20/-, sellers		9% for 1915/16
MINING.—				
Kailans	£1	38/-, buyers		1/- int. act. year ending 30'6'17
Raubs	£1	$2.60, buy.		None since 1910
Tronoh	£1	30/-, sellers		4/- int. account 1916
COTTON MILLS.—				
Ewo	Tls. 50	T. 160		T. 20 for year ending 31'10'17
Kung Yik	Tls. 10	T. 14.10		T. 2 for year ending 30'11'17
Oriental C. S. Co., Ltd.	Tls. 50	T. 40½		Tls. 6 for 1913
Shanghai	Tls. 50	T. 125½		Tls. 6 for year ending 30'6'17
Yangtszepoo	Tls. 5	T. 8.10		Nil for 1915
MISCELLANEOUS.—				
China Borneo	$12	$9½		60 cents for 1916
China Lights	$5	$4		None since 1916
China Providents	$10	$7½, buyers		70 cents for 1916
Dairy Farms	$8	$30, sellers $29, sales		$2 for year ending 31'7'17
Green Island Cement	$75	$7.95, buy.		30 cents for 1916
Hongkong Electrics	$10	$43, buyers		$3 for year ending 28'7'17
Hongkong Ices	$25	$190, buy.		$2 int. account 1917
Hongkong Ropes	$10	$30		$1 int. account 1917
Hongkong Steels	$10	$10		$1 for year ending 31'5'17
Hongkong Trams	£1	$6½, sellers		9% int. account 1917
Peak Trams Old	$10	$8½, sellers		7% for year ending
Do. New	$1	$0.90, sel.		do. [30'4'17
Steam Laundries	$5	$4		25 cents for year ending 31'5'17
Union Waterboats	$7	$11½		12½% for 1916
Watson & Co.	$10	$5½, buy.		70 cents for 1917
Wm. Powell, Limited	$7	$6½, buyers		None since 1914

Rubbers. (Singapore Currency).	Paid up Value.	Year Ends.	Latest Quotation.	Dividend for Last Year.	Int. Div. to Date.
Alor Gajahs	$1	Sept.	$4.40	60 p. c.	—
Ayer Panas	$5	Jan.	$11.25	25 p. c.	—
Glenealy	$1	Oct.	$2.35	25 p. c.	—
Kedahs	$1	April	$4.10	35 p. c.	10 p. c.
Kempas	$2	June	$8.90	40 p. c.	—
Malaka Pinda	$1	Aug.	$2.70	23 p. c.	—
Malakoff	$2	Dec.	$4.50	30 p. c.	15 p. c.
New Serendah	$2	Dec.	$4.75	25 p. c.	10 p. c.
Sandycroft	$2	Jan.	$4.40	20 p. c.	12½ p. c.
Tapah	$10	Dec.	$21.00	25 p. c.	10 p. c.
Plantation Rubber in London			2,3½		

VERNON & SMYTH. Share Brokers.

COMMERCIAL

CLOSING QUOTATIONS.

	February 14th
LONDON.—	
Telegraphic Transfer	2/11½
Bank Bills, on demand	2/11⅝
Bank Bills, at 30 days' sight	2/11½
Bank Bills, at 4 months' sight	3/-
Credits, at 4 months' sight	3/-⅛
Documentary Bills 4 months' sight	3/-⅛
ON PARIS.—	
Bank Bills, on demand	403½
Credits, at 4 months' sight	418
ON NEW YORK.—	
Bank Bills, on demand	70⅜
Credits, at 60 days' sight	—
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	nom
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	136½
ON MANILA.—On demand—Pesos	141
ON SINGAPORE.—On demand	127
ON BATAVIA.—On demand	159⅜
ON HAIPHONG.—On demand	⅛% pm n.
ON SAIGON.—On demand	par.
ON BANGKOK.—On demand	52
SOVEREIGN, Bank's Buying Rate	$ 6.65
GOLD LEAF, 100 fine, per tael	—
BAR SILVER per oz	42⅞d.

WEATHER REPORT.

February 14th, at 12.07.—Returns are lacking from the majority of stations this morning, and no weather map will be issued.

Pressure has given way slightly at stations surrounding the China Sea; the anti-cyclone has probably continued to weaken.

Fresh to moderate monsoon may be expected along the China Coast and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 0.02 inches, against an average of 2.24 inches.

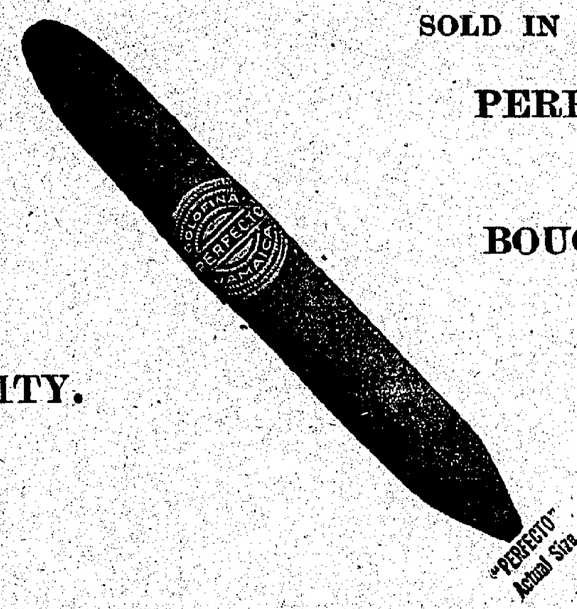
The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, fresh to moderate; fine.
Formosa Channel	North winds, fresh.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

Golofina

CIGARS

MADE FROM HIGHEST GRADE JAMAICA LEAF.



SOLD IN TWO SIZES:

PERFECTOS

&

BOUQUETS.

Exceptional in:—

QUALITY

AROMA

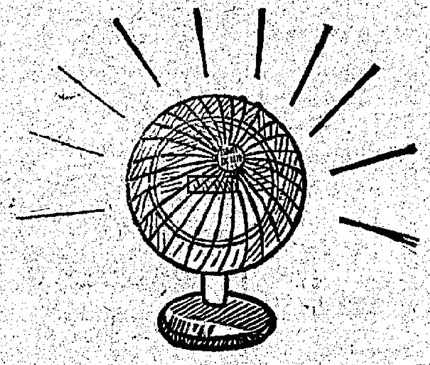
POPULARITY.

OBTAINABLE AT ALL TOBACCONISTS.

This advertisement is issued by British American Tobacco Co., Ltd. [1468

KEEP WARM

ELECTRIC MAJESTIC RADIATORS.



The most economical heaters yet produced.

LIGHT AND ELEGANT.

Can be carried by hand from room to room and switched on wherever there is a wall plug fixed. No long sleeve lamps to break.

Large stock just to hand. Call early before we are sold out.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG. [87

BANKS

BANQUE INDUSTRIELLE DE CHINE.

CAPITAL (¼ Paid up) Francs 45,000,000 (1/3 of the Capital subscribed by the Government of the Chinese Republic).

Chairman of the Board of Directors } André Berthelot.
General Manager } A. J. Pernotte.

HEAD OFFICE:
74, Rue Saint Lazare, PARIS.

BRANCHES:
PEKING, SHANGHAI, TIENTSIN, HONGKONG, SAIGON.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London County & Westminster Bank, Ltd.
In NEW YORK: Redmond & Co.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNEL, Manager.

HONGKONG BRANCH,
Queen's Buildings,
5, Chater Road. Tel. No. 2252.
Hongkong, 14th May, 1917 [1470

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund	£1,200,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.
Hongkong, 8th May, 1917. [1469

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/—	$15,000,000
Silver	$18,500,000
	$33,500,000
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. P. H. HOLYOAK—Deputy Chairman.
F. C. Butcher, Esq. | Hon. Mr. D. Landale.
A. H. Compton, Esq. | E. V. D. Parr, Esq.
G. T. M. Edkins, Esq. | W. L. Pattenden, Esq.
C. S. Gabbay, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKER:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum,
" 6 " 3 " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 28th January, 1918. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund "	300,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bhara	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
No. 7, Queen's Road Central,
Hongkong, 26th May, 1916. [887

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 20,000,000
Capital Paid-up	" 20,000,000
Reserve Funds	" 5,380,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—KOBE, OSAKA, TOKYO & YOKOHAMA.
FORMOSA—AKO, GIRAN, KAGI, KARENKEI, KEELUNG, MANUNG, PINAN, SHINCHIKU, TAICHU, TAIWAN, TAKOW, TAMSUI.
CHINA—AMOY, CANTON, FOOCHOW, HANKOW, KIUKIANG, SHANGHAI, SWATOW.
OTHERS—BATAVIA, BOMBAY, HONGKONG, LONDON, SINGAPORE, SOERABAIA, SEMARANG AND NEW YORK.

LONDON BANKERS:
Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo China, India, Philippine Islands, Java, Australia, America, and elsewhere.

Interest allowed on Current Account, Fixed Deposits, and Savings Deposits at rates which will be quoted on application.

N. YANAGITA,
Manager.

HONGKONG BRANCH,
8, Des Vœux Road.
Hongkong, 1st January, 1918. [699

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital	$50,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES,
SHANGHAI; NANKING; Chinkiang, Yangchow, Wusieh, Wuhu, Anshing, Tsiang, Tsinkiangpo, Soochow. HANKOW: Shasi, Ichang, Nanchang. TIENTSIN; Paoting, Tongshan, Luanhsien, Tsangchau, Hsingtai. HANGCHOW, Wuchow, Shaohsin, Chinhsin, Lanchi, Huchow, Ningpo. KAIFENG; Changteh, Sinyang, Loho, Chowkou. TSINAN; Chowtsun, Tsuhsien, Liuhsi, Lintsing, Tsinan, Yihsien, Huining, Chefoo, Tsingtao. TAIYUAN, Yuanshang, FOOCHOW, CHANGCHUN, Kirin, Mukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON, KUEITANG, PEKING, Kueihwa, Saiyuanshang, etc., etc.

CANTON BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.
Hongkong 18th October, 1914 [168

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, LTD. at 10A, Des Vœux Road Central, Victoria, Hongkong. London Office: 121, Fleet Street, E.C.